

CURATORIAL THEME 1

The Badtjala peoples: Into Deep Time

Badtjala academic and artist Dr Fiona Foley writes:

The cultural precincts of Maryborough, Hervey Bay and K'gari are largely devoid of a strong Badtjala cultural presence in the visual landscape. This absence informs that double consciousness I must repeatedly look past, an out of sight, out of mind ethos in decision-makers in regional Queensland that still looms large.

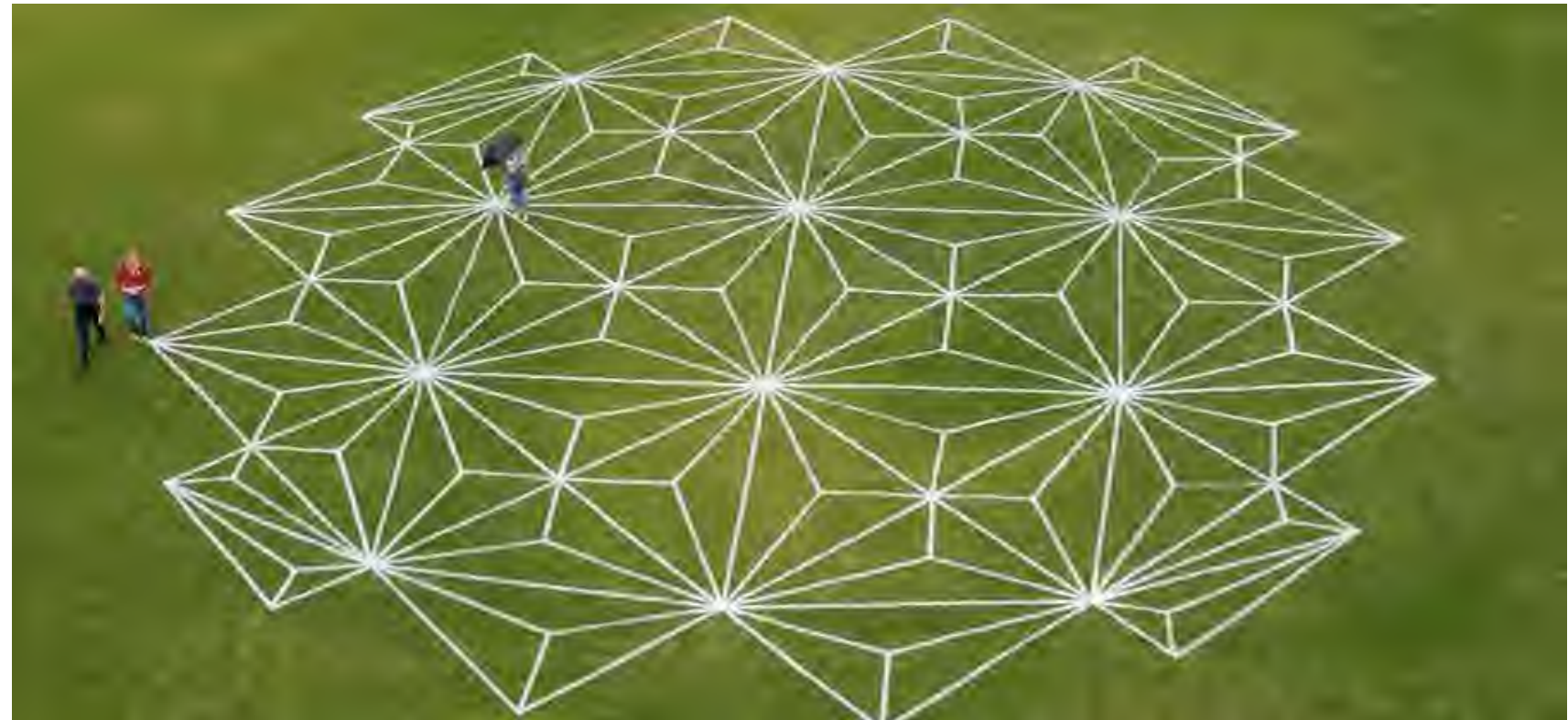
...where is the Badtjala public art precinct, the memorials on K'gari, the building that houses Badtjala culture, the Badtjala festival, the history trails, the bronze plaques and dedicated signage that we don't have to share with the local flora and fauna? The Badtjala people remain as elusive as ever for visitors to the Fraser Coast.

Curatorial Principles: Into Deep Time

The rejuvenation of the Hervey Bay Esplanade offers a significant opportunity to redress the absence of Badtjala people in the landscape. In the artwork commissioned for each of the focus areas along the Esplanade, the elements described below that relate the history of Badtjala peoples in this place, its site as one where sovereignty may be restored and shared journeys remembered.

The current period and the Hervey Bay Esplanade redevelopment has scope to generate new optimism. Opportunities to extend and share traditional knowledge may be developed. Restitution speaks to acknowledgement, healing and the celebration of shared histories.

Artwork will be commissioned for Into Deep Time to celebrate the longevity of Badtjala connections to this place, acknowledge the traditional stories of the past (the Yidinji and other creation stories accessible via The Legends of Moonie Jarl) and innovation inherent in the ongoing Badtjala ownership of Hervey Bay. It may also convey the shared histories of this place, the partnerships inherent in the piloting of ships through safe harbours in the 19th century, and the construction of the Sandy Cape lighthouse.



CURATORIAL THEME 2

The Environmental Futures: Caring for Country

Hervey Bay has sightlines to the World Heritage-listed K'gari, the largest sand island in the world, known for its remnant rainforest and as the site of half the world's perched freshwater dune lakes. The environment is inevitably part of what attracts residents and visitors to Hervey Bay. As a result, the focus of the master plan is preservation and education. Dunes will be preserved to protect the shore line. Other concerns with this project are driven by ecological sustainability, minimisation of greenhouse gas production and highlighting the value of precious local water, fauna and vegetation.

Curatorial Principles: Caring for Country

The rejuvenation of the Hervey Bay Esplanade offers a significant opportunity to elevate and acknowledge the pristine environmental opportunities available in the broader area. In the artwork commissioned along the Esplanade, an emphasis is placed on the elements described below that relate to the flora and fauna of this place.

A strong engagement with the natural environment is an essential element of Hervey Bay. This promotes local character, identity, values and uniqueness. Respect will be paid to making the esplanade a place of enduring quality that is connected and accessible. Hervey Bay has flora and fauna that are valued for their environmental qualities and the richness that these natural elements lend to lived experience.

Caring for Country art commissions will highlight the nature that enriches life in Hervey Bay, relate traditional narratives that extend and enrich their meaning, and educate the rich flora and fauna that exists on the islands, the mainland, in the bush, and in the sea. Badtjala people use traditional and modern knowledge to sustain, share and grow the knowledge with locals and visitors alike.



CURATORIAL THEME 3

Sovereignty and Settlers: Shared histories in this place

The history of Wide Bay notes the esplanade as a place where the Badtjala people have 50,000 years of longevity, and one changed by the incursion of others by sea, by road, and through migration. Since the 1840s, agricultural production, logging, sand-mining, tourism and other industries have impacted. Importantly, in recent years, traditional Badtjala ownership and custodianship underpins and guides this journey, with acknowledgement that celebrates the recent restitution of the Badtjala name for K'gari (Paradise). Shared history of navigation, journeys across the sea, and building toward connected futures will be explored in this thematic.

Curatorial Principles: Shared Histories

This strategy makes Badtjala custodianship manifest in the human psyche. Initiatives since the granting of Native Title to Badtjala owners in 2014 may extend to Hervey Bay and marking places of significance throughout the esplanade will extend understanding of the holistic nature of the Badtjala stories. Other more recent and shared histories will be told through artwork commissions.

Important 'hotspots' for the creation of public art include the meeting of cultures of many different origins and the importance of the esplanade in terms of coming together. An ongoing search and acknowledgement of old stories may also inform the placement and treatment of artworks that may express their full meaning over different sites and locations, allowing for visitors to seek these foundational and new narratives out. Beacons across the water might acknowledge the shared journey toward the Sandy Cape Lighthouse (where Aboriginal involvement was crucial to its successful delivery), but also the Badtjala involvement in the industries brought by colonization (logging, fishing, and agriculture).

Shirley Foley (1938-2000) was a strategic Badtjala leader who worked with Lin Powell to secure a six hectare site on K'gari in 1990 that she intended to develop to celebrate Badtjala culture. A number of cultural exchanges followed. She introduced language programs for children into the Hervey Bay community during the early 1990s, and the Wondunna Aboriginal Corporation (1994) which assisted with maintenance and revival of languages through the Central Queensland Language Program. She produced the Badtjala-English/ English-Badtjala Word List (in 1996) which is now in its fourth edition. Research into other leaders whose work might be acknowledged in the esplanade is encouraged.



ARTWORK OPPORTUNITIES

ARTWORK TYPOLOGIES

Artwork opportunities may be articulated according to the response that is most appropriate and rewarding for particular locations. We have established the following artwork types for the Providence Art Program:

- Landmark/Wayfinding
- Interpretive
- Integrated
- Interactive
- Temporary
- Commemorative
- Artist in Residence

Each artwork opportunity type is characterised by:

- The role and function of the place and its significance within Providence.
- The role and function of the proposed artwork (including public realm objectives that may relate to meaning, cultural mediation, and purpose).
- The demographics and cultural interests of the users of the place.

Opportunity characteristics also inform the artist selection and procurement, artwork form – whether it is integrated (within architecture or landscape design), or is stand-alone in its form or is part of a group of related elements, Artwork size, scale and materials, and budget and program.

Single artwork opportunities may fall within more than one of the artwork types; i.e., a Landmark/wayfinding opportunity may also be interactive.

ARTWORK
OPPORTUNITY

MOBILITY CORRIDOR



Iconic Groundplane

Artwork Category: Integrated / Interpretive

Artwork Description:

This is a major artwork opportunity along the entire length of the esplanade that will greatly assist in the demarcation of pedestrian and mobility zones. The opportunity exists to create an iconic, significant ground plane artwork along the entire length of the Esplanade.

The Hervey Bay Esplanade has strong engagement with the natural environment and the unique features of this land. This artwork will acknowledge and celebrates local character, identity, values and uniqueness, while creating a dynamic enduring and accessible artwork.

Badtjala stories narrate the formation of the mountains, rivers and the sea as described in The Legends of Moonie Jarl, the first book of Aboriginal stories written for children in Australia (1964) which may be utilized as a resource for artists in developing concepts for this artwork.

Artwork Category:

The objectives of this artwork are to:

- create a new visual 'icon' for Hervey Bay
- make visible the cultural and environmental attributes of the Hervey Bay region
- create a new, cultural tourism asset within Hervey Bay
- reveal the artistic and cultural attributes of local, Badtjala artist/s

ARTWORK OPPORTUNITY

BEACH ACCESS NODES

Destination Artworks



Artwork Category: Landmark/ Wayfinding

Artwork Description:

Large scale, stand-alone sculptural forms positioned at key beach access nodes. These artworks may define discrete sections of the Esplanade as a cultural precinct using visual markers such as sculptural and aesthetic icons.

The artworks may promote informal and casual portals, the natural meeting points of the mangroves with the beach, the native bush with the water, mainland with island, shore to shore. Creating quiet, reflective places is as important as creating new and potentially busy places.

These works may offer improved visual connectivity to links between Hervey Bay and K'gari and emphasise the importance of these historical and contemporary links. These works may reference the bark canoes used to traverse the Great Sandy Strait between K'gari and Hervey Bay as well as the use of smoke signals between K'gari and Hervey Bay by the Badtjala people for millennia.

Artwork Category:

The objectives of this artwork are to:

- be engaging sculptural artworks that act as orientation 'markers' connecting key streets to Esplanade water views
- create identifiable 'meeting' points along the Esplanade
- make visible the cultural and environmental attributes of the Hervey Bay region
- create new, cultural tourism assets within Hervey Bay

ESPLANADE FOOTPATHS

Illuminated Stories

Artwork Category: Integrated / Interpretive

Artwork Description:

These will be projection artworks that utilise simple gobo projection technology. Artists can be commissioned to create designs for the gobos which can be regularly changed over time.

Hervey Bay's extensive coastline offers artistic inspiration and acknowledges the importance of K'gari that is intrinsic to Badtjala country. Artworks may celebrate the arrival of the diamond scaled mullet (signified by the Emu in the sky), the Yidinji creation story, make connections to mangroves , and celebrate precious flora and fauna like the midnight primroses and dog crabs that exist in the sand dunes.

These artworks offer the opportunity for artists of all backgrounds to explore the richness of the natural environment of the Hervey Bay region such as the journey of the whales, dugong, dolphin and other important sea creatures as well as other unique coastal flora and fauna.

Artwork Category:

The objectives of this artwork are to:

- Tell untold Badtjala stories through light-based artworks
- Create night-time activation along the Esplanade and footpaths – encouraging evening visitation and patronage

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ARTWORK OPPORTUNITY

MULTIPLE LOCATIONS

Temporary Artworks



Artwork Category:

Temporary/ Interpretive/ Interactive

Artwork Description:

The opportunity exists to create an annual or event based temporary public art event along the esplanade within key parks and community spaces. These ephemeral artworks could be created in a range of media and scale to suit sites and/or the vision of participating artists. With an outdoor climate that is enviable, the Hervey Bay Esplanade provides a perfect physical platform for short-term public art. Nature based and influenced artworks; ecological sculpture and ephemeral work; and subject matter that speaks to sustainability and the environment.

These temporary artworks offer the opportunity for artists of all backgrounds to explore the richness of the natural environment of the Hervey Bay region such as the journey of the whales, dugong, dolphin and other important sea creatures as well as other unique coastal flora and fauna. Water and sand, mangroves and mountains, beach and bush as themes and materials may also be explored.

Artwork Category:

The objectives of these temporary artworks are to:

- provide a platform for the professional development of local and/or emerging artists
- assist to nurture local community support for future permanent artworks
- create opportunities for children and families to be involved in artwork creation with skill local artists and forge connections with local schools and the broader community
- attract the interest of business and sponsors and tap into the community's appetite for innovation and experiences

ARTWORK
OPPORTUNITY 5

MULTIPLE LOCATION



Interpretive Artworks/ Signage

Artwork Category: Wayfinding / Interpretive

Artwork Description:

Collaborative works, historical intersections, the expression of Badtjala and other narratives that acknowledge the many threads that bring together the communities of this place. These works may incorporate references to, and narrate the shared initiatives that have brought people together in Hervey Bay including connections forged through industry (logging, fishing, agriculture), building and navigation, and innovative new collaborations such as Indigenous tourism.

These artworks could be stand-alone sculptural forms that incorporate currently untold stories and histories about Hervey Bay and the broader region. The forms could integrate detailed signage and visual components, making them accessible to a wide range of community members.

Artwork Category:

The objectives of these interpretive artworks are to:

- be engaging sculptural artworks that act a wayfinding/orientation 'markers' along the esplanade
- make legible the cultural and environmental attributes of the Hervey Bay region
- create identifiable 'meeting' points along the Esplanade
- create a new, cultural tourism assets within Hervey Bay

ARTWORK OPPORTUNITY 6

MULTIPLE LOCATIONS

Untold Stories

Artwork Category:

Commemorative/ Interpretive

Artwork Description:

Artworks which draw attention to historical events, persons, or places of significance within the Esplanade and the broader Hervey Bay area. These new commemorative works could be designed to acknowledge and remember key historical figures and leaders from both Badtjala and European histories.

Artworks may acknowledge significant places such as Dayman Point Park, a traditional corroboree and meeting place, birthing site and place of conversation across the water to K'gari through fires and smoke signals. These works may be conceived within a more traditional memorial format but may also be contemporary artworks that embrace the use of digital media and light.

Artwork Category:

The objectives of these interpretive artworks are to:

- reveal little known or untold stories and histories about Hervey Bay and the broader region for locals and visitor
- acknowledge and remember leaders including Badtjala people like Shirley Foley, Olga Miller, Fred Wondunna
- remember the work of environmental luminaries such as Dr John Sinclair AO (1940-2019) who campaigned to cease sand-mining on K'gari
- remember the use of smoke signals between K'gari and Hervey Bay through eternal flames or lanterns that remember those lost in frontier conflicts, wars, and poverty



GOVERNANCE ARRANGEMENTS

PUBLIC ART ADVISORY GROUP

The best public art programs in the world utilise panels of experts, industry peers and community representatives to advise on and recommend public art commissions. This governance structure is to ensure that the public art vision for the project is upheld and adds value and accountability by:

Ensuring

- artistic merit is consistently of the highest standards
- a consistent perspective and policy rigour are applied to all commissions
- the overall program / individual commissions are benchmarked nationally and internationally

Reassuring

- for Council - that it is achieving value for money through its public art commissions
- for Artists – their work is appraised by qualified peers, experts and stakeholders
- for Council – standards are maintained for the broader city public art collection

Providing

- confidence in decision-making – process integrity is maintained and documented to respond to enquiries about decisions and outcomes
- inspirational and robust debate, mentorship, and professional development for colleagues to deepen capacity with the adopted Art Strategy framework
- an advocacy model to others procuring public art.

The Art Advisory Group will be a consultative committee composed of stakeholder representatives to affirm appropriate art opportunities and the selection of artists and artworks for the public art program. The committee will be formed to include key project and community stakeholders with a wide range of expertise.

For the Esplanade artwork commissions, it is recommended that an Art Advisory Group be formed as a consultative committee composed of stakeholder representatives to affirm appropriate art opportunities and the selection of artists and artworks for the public art program.

The committee could be formed to include key project and community stakeholders with a wide range of expertise, such as representatives from the following:

- Hervey Bay Regional Gallery Consultative Group
- Hervey Bay Regional Gallery
- Butchulla Aboriginal Corporation (BAC)
- Councillors
- Local Artist or Curator
- Community Member

TERMS OF REFERENCE

The Group will provide the following input for the life of their term:

- Provide expert cultural, artistic and design advice
- Contribute to the understanding of local community composition, interests and aspirations
- Endorse the content development of this Art Strategy including the Curatorial Themes
- Review and advise on the appropriateness of artwork opportunities and artists for the proposed commissions
- Appraise and make recommendations on the suitability and calibre of artists proposed for the commissions through participation in the artist selection process
- Make recommendations on the suitability and quality of the artists' Concept Designs proposed for the commissions

PUBLIC ART ASSESSMENT CRITERIA

Public Art Assessment Criteria ('criteria') are utilised by both the Advisory Group and Council to achieve consistency across public art delivery platforms. The criteria help to evaluate projects and proposals and create coherence in commissioning approach.

1. Corporate Policy and Planning Alignment

Council should evaluate public art projects and proposals to achieve coherence across its program delivery. The following criteria may apply to Council's public art strategies and guidelines for infrastructure, partnership and developer incentive projects, undertaken either by Council, the private sector, other organisations or individuals.

2. Curatorial Framework Alignment

Complies and engages with, or interprets the strategic priorities outlined in the Curatorial Themes included in the Art Strategy. These include:

- *The Badtjala peoples: Into Deep Time*
- *The Environmental Futures: Caring for Country*
- *Sovereignty and Settlers: Shared histories in this place*

3. Artistic Merit, Integrity and Engagement

Proposed artwork demonstrates high quality, innovative work with high artistic merit and value-adds to the Her Et Bay Public Art Collection or city animation programming; and respects the moral rights and copyright of other creators and shows respect and complies with First Nations (Aboriginal and Torres Strait Islander) protocols. High community access and engagement opportunities.

Capacity to: connect to educational programs for targeted and broad community engagement; be incorporated into a virtual overlay using available technology and digital access.

4. Place, Site and Community

Offers relevance, appropriateness and responsiveness to the place and site proposed for the commission. Spatiality compatible and enhances the functionality of public building and spaces. Relates to the cultural, historical and environmental context of the site and resonates with specific and/or diverse stakeholder and user groups.

5. Design Life - Context Compliance, Access and Viability

Consistent with relevant policies – heritage, environmental and planning and public safety guidelines and public access and usage of the site and surrounds. Complies with Australian Standards, building codes and requirements and proposes no substantial physical risk. Consideration of maintenance requirements - fabrication suitability, reliability of materials and likely ongoing costs of annual maintenance of all aspects of the work. Budget proposed is congruent with the design and fabrication approach and methodology to achieve a final work. Materiality proposed is appropriate, sound and durable and resistant to weather, theft and vandalism.

COMMISSIONING MODELS

There are a number of ways to commission artworks and to source artists for public art commissions. The most common methods are 'open competition', 'limited tender', and 'direct commission' each present benefits and limitations that need to be considered on a case-by-case basis.

Open Competition

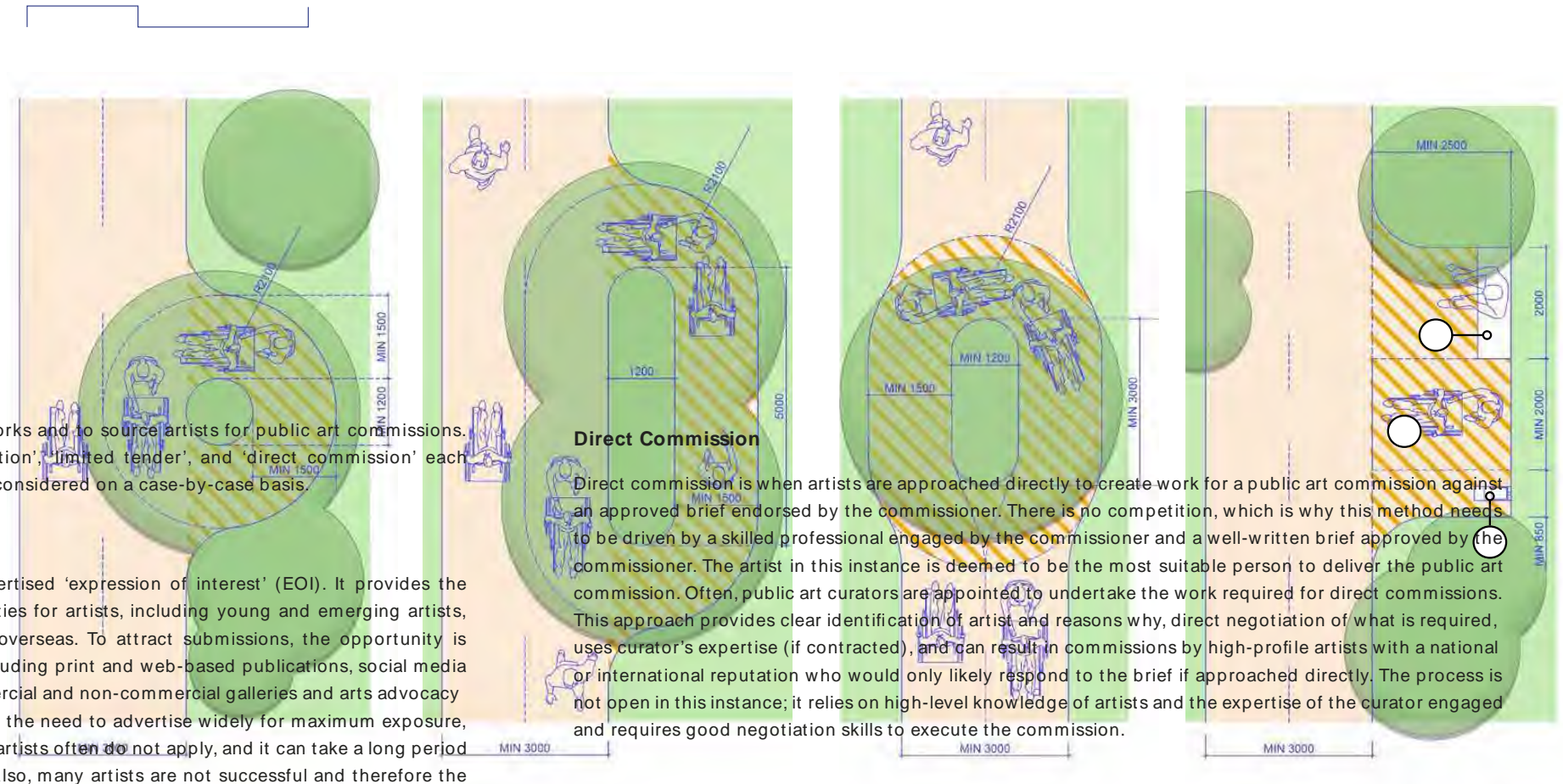
Open competition is usually adopted as an advertised 'expression of interest' (EOI). It provides the most equitable access to employment opportunities for artists, including young and emerging artists, regional artists, and artists from interstate and overseas. To attract submissions, the opportunity is widely advertised through a variety of media, including print and web-based publications, social media platforms and may also be sent directly to commercial and non-commercial galleries and arts advocacy organisations. Its egalitarian intention is off-set by the need to advertise widely for maximum exposure, which can be expensive, the fact that high-profile artists often do not apply, and it can take a long period of time between advertising and final selection. Also, many artists are not successful and therefore the process can equally build disappointment in the visual arts ecosystem.

Limited Tender

Limited tender involves an artist being sourced from existing arts advocacy organisations' databases and/or through commercial and non-commercial galleries. Several artists may be approached for consideration as an initial 'long-list' and then a shorter list is determined against criteria to contend for the public art commission through a limited competition. Because this method uses existing databases and expertise, it cuts down on time spent searching for artists, and quality control is exercised by both the collecting agency/ies and the curator engaged by the commissioner. In turn, this method depends on the quality of the database and breadth of membership of collecting agency/ies approached, and there may be fees involved in using these resources. While the process may not be open to everyone, the shortlist is brought together carefully by a skilled professional against an approved brief.

Direct Commission

Direct commission is when artists are approached directly to create work for a public art commission against an approved brief endorsed by the commissioner. There is no competition, which is why this method needs to be driven by a skilled professional engaged by the commissioner and a well-written brief approved by the commissioner. The artist in this instance is deemed to be the most suitable person to deliver the public art commission. Often, public art curators are appointed to undertake the work required for direct commissions. This approach provides clear identification of artist and reasons why, direct negotiation of what is required, uses curator's expertise (if contracted), and can result in commissions by high-profile artists with a national or international reputation who would only likely respond to the brief if approached directly. The process is not open in this instance; it relies on high-level knowledge of artists and the expertise of the curator engaged and requires good negotiation skills to execute the commission.



Artwork commissioning can be managed by qualified industry providers. The role of the artist and the curator are key to the successful integration and delivery of public art.

Artists

Council recognises that artists are at the heart of public art commissions, and, together with architects and design teams, they are integral to creating greater public amenity in our built environment for our communities. Working with artists in a best practice model ensures higher quality outcomes. Artists undertake research, explore ideas, experiment with concepts, and challenge the status quo. They are creative, with expertise in their own specific visual art skill set, but not necessarily in urban design, architectural design, or with qualifications relevant to the built environment.

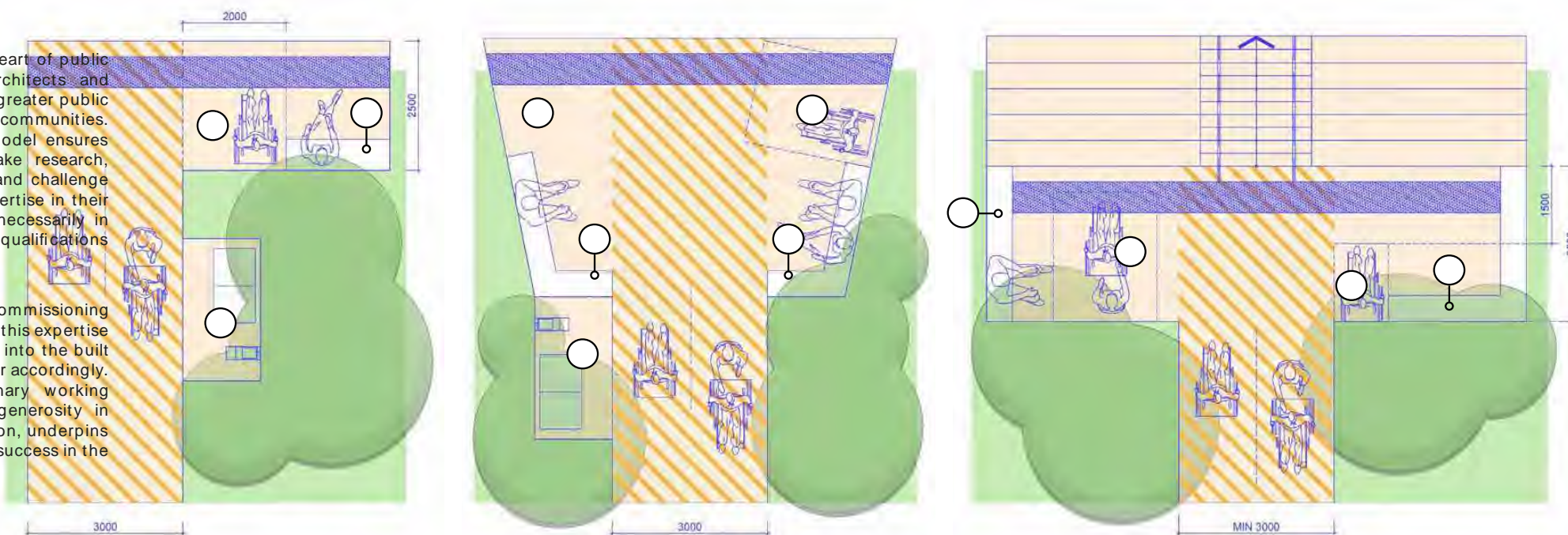
Support for artists in the public art commissioning process needs to be provided by those with this expertise to assist in translating the artist's concepts into the built environment context, and to be budgeted for accordingly.

A collaborative, supportive, interdisciplinary working relationship, conducted in the spirit of generosity in solving problems to realise the artistic vision, underpins a best practice model. This ensures greater success in the execution and delivery of proposed ideas.

Artists

Curators/Consultants may be contracted by the commissioning agency to deliver the public art commission. Contract curators are professionals with specialist public art expertise. They may operate as individuals, a commercial business, or not-for-profit arts or cultural organisation/s. A contracted curator can develop the curatorial rationale for a particular project, undertake the selection process for artists as described above, develop the Art Opportunities Report or Artwork Commission Plan/Strategy, and liaise with the artist/s on the organisation's behalf from concept development to realisation, providing coordination of artists with sensitivity to place and artwork integrity.

Some contract curators also have project management expertise and can liaise more broadly with the artist and client, coordinating and managing the public art project, undertaking community consultation and stakeholder management, conducting risk assessment, and managing the artwork fabrication commissioning process, time frame, and budget.



ARTWORK COMMISSIONING METHODOLOGY (STANDARD)

ARTWORK OPPORTUNITIES REPORT (CURATORIAL RATIONALE, OPPORTUNITIES)

- identify the project vision and objectives; in particular, how they relate to public art;
- review existing artwork elements in the immediate precinct and surrounds to ascertain context for new commission/s;
- consult with the Client and Design Team to ensure that strategies developed align with Council's Public Art DA 'Percent for Art' contribution scheme;
- consult with the project Design Team to ensure design intent/palette and best artwork siting in relation to key design features and view lines;
- develop a Curatorial Rationale – key themes and conceptual drivers to inform artwork types and artist selection for the project; and
- finalise an Art Opportunities Report for Council review.

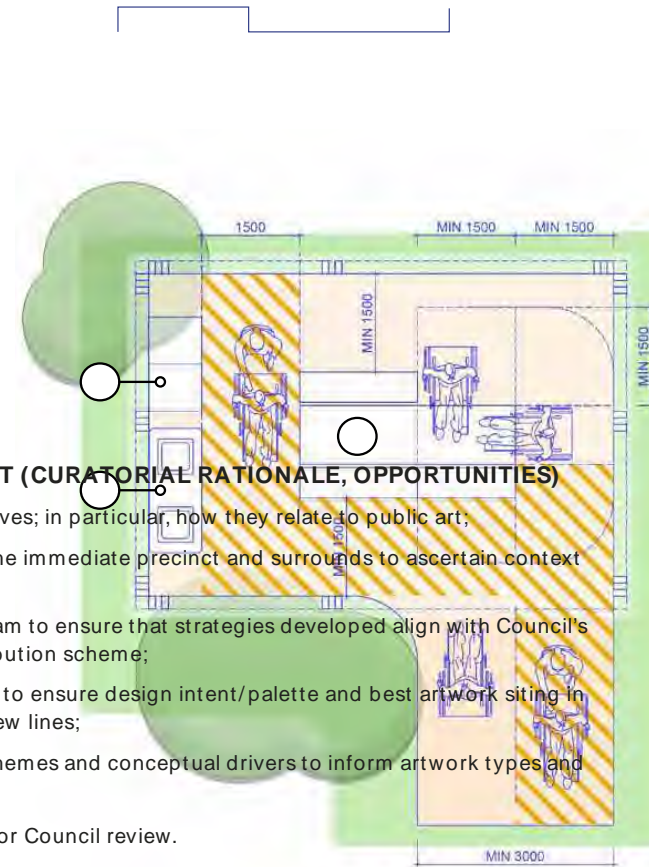
Artist Selection (EOI, Shortlist, Selection)

- undertake an Artists Expression of Interest process to create a longlist of local, regional and national artists suitable for the opportunities;
- present longlist and suggested shortlist of artists to the client and design team for selection;
- liaise with the shortlisted artists regarding project opportunities, programs, budgets and expectations; and
- finalise an Artist Selection Report for Council review.

Artist Selection (EOI, Shortlist, Selection)

Create a Briefing document that:

- articulates project background, context and curatorial drivers
- outlines artwork opportunity and objectives
- identifies program and budget
- outlines concept design requirement



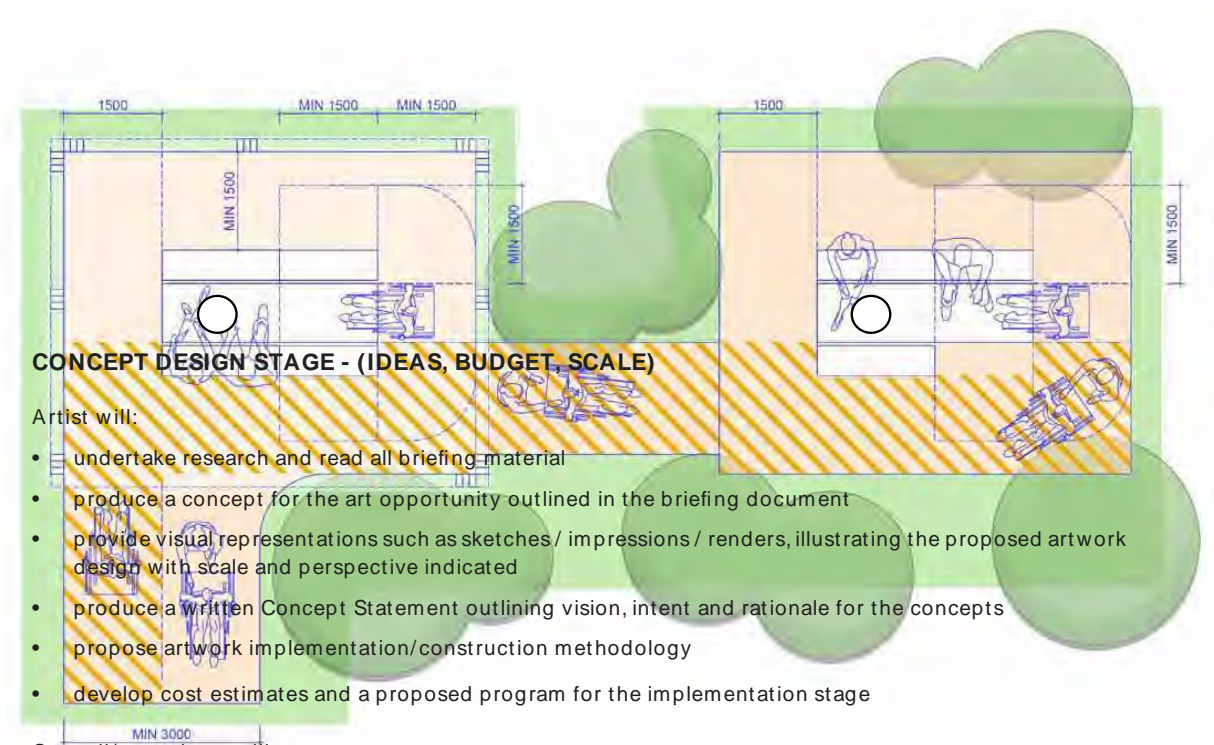
CONCEPT DESIGN STAGE - (IDEAS, BUDGET, SCALE)

Artist will:

- undertake research and read all briefing material
- produce a concept for the art opportunity outlined in the briefing document
- provide visual representations such as sketches / impressions / renders, illustrating the proposed artwork design with scale and perspective indicated
- produce a written Concept Statement outlining vision, intent and rationale for the concepts
- propose artwork implementation/construction methodology
- develop cost estimates and a proposed program for the implementation stage

Council/consultant will:

- conduct artist briefings to outline curatorial and design direction of artworks;
- manage budgets, approvals and payments to artists and sub-contractors;
- provide commission agreements on behalf of the client;
- review concept designs and provide curatorial input and advice to artists;
- assist artist/s to seek engineering advice and liaise with design and/or construction teams;
- review budgets and provide construction estimates to client;
- facilitate concept design presentations;
- meet with the project team to gain endorsement for artwork concepts to proceed to design development and commissioning; and
- finalise a concept design package for Council review.



ARTWORK COMMISSIONING METHODOLOGY (STANDARD)

continued...

DESIGN DEVELOPMENT STAGE (BUDGET, ENGINEERING, RISK MANAGEMENT)

Artist will:

- resolve any outstanding design issues
- finalise materials and finishes
- finalise fabrication methodologies and costings.

Council/consultant will:

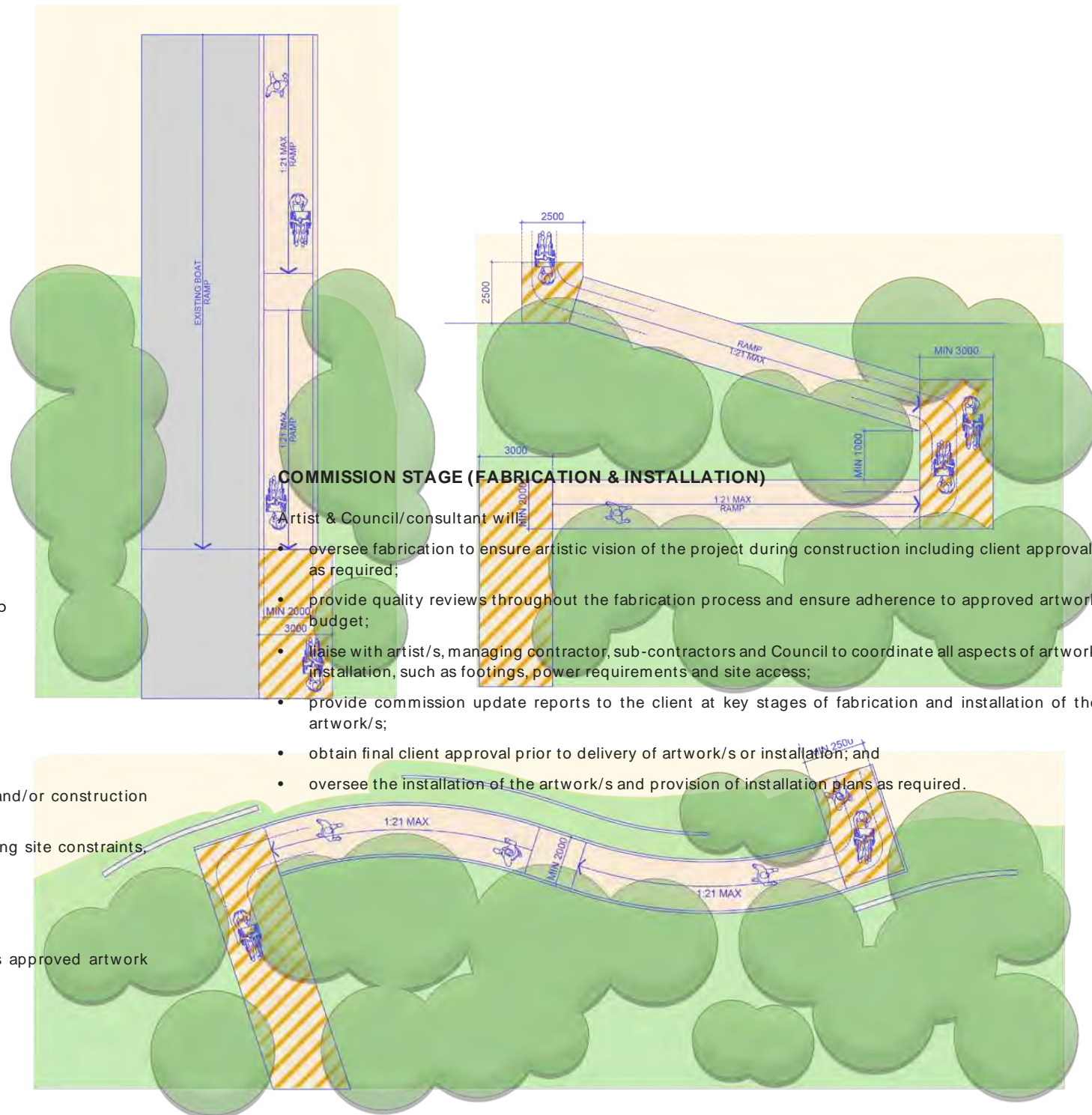
- provide contract management and artist liaison;
- review developed designs, fabrication methodologies, and budgets;
- assist the artist/s to seek suitable fabrication quotations;
- assist artist/s to confirm engineering requirements and liaise with design and/or construction teams;
- liaise with the project design team and site contractor as required regarding site constraints, programming, access, etc.;
- review budgets and provide construction estimates to client;
- facilitate client presentations; and
- advise Council of the Project Team's intention to commission the client's approved artwork concepts.

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unity
ramp

COMMISSION STAGE (FABRICATION & INSTALLATION)

Artist & Council/consultant will:

- oversee fabrication to ensure artistic vision of the project during construction including client approvals as required;
- provide quality reviews throughout the fabrication process and ensure adherence to approved artwork budget;
- liaise with artist/s, managing contractor, sub-contractors and Council to coordinate all aspects of artwork installation, such as footings, power requirements and site access;
- provide commission update reports to the client at key stages of fabrication and installation of the artwork/s;
- obtain final client approval prior to delivery of artwork/s or installation; and
- oversee the installation of the artwork/s and provision of installation plans as required.



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APPENDIX
1. KIT OF PARTS

SHARED PATH
TURNING NODES

PRINCIPLES

- Shared path to be upgraded to minimum 2-3m where space permits
- Shared path treatment TBC
- At regular intervals along the shared path, a turning node should be provided. (see figures 1-4 for range of turning nodes)
- Turning node to be a minimum of 1.5m wide and designed to a minimum radius of R2100.

- 01

Typical bench seat
- 02

Equitable rest space
- 03

Drinking fountain

FIGURE 1
Small turning node

- An example of a turning node around an existing tree

FIGURE 2
Large turning node

- An example of a turning node around more than one existing tree

FIGURE 3
Split turning node

- An example of a path splitting around an existing tree
- Split path to be a minimum of 1.5m
- Ensure minimum turning radius of R2100

FIGURE 4
Rest turning node

- An example of a providing a rest node with space provisions for turning

APPENDIX
1. KIT OF PARTS

BEACH LOOKOUT
NODES

PRINCIPLES

- Shared path/connecting paths to be upgraded to minimum 2-3m where space permits
- Shared path treatment TBC
- Every look out node must provide a minimum equitable space of 2m x 2.5m
- Legible path of travel with hazard tactiles at end of lookout

- 01** Typical bench seat
- 02** Equitable rest space
- 03** Drinking fountain & bins

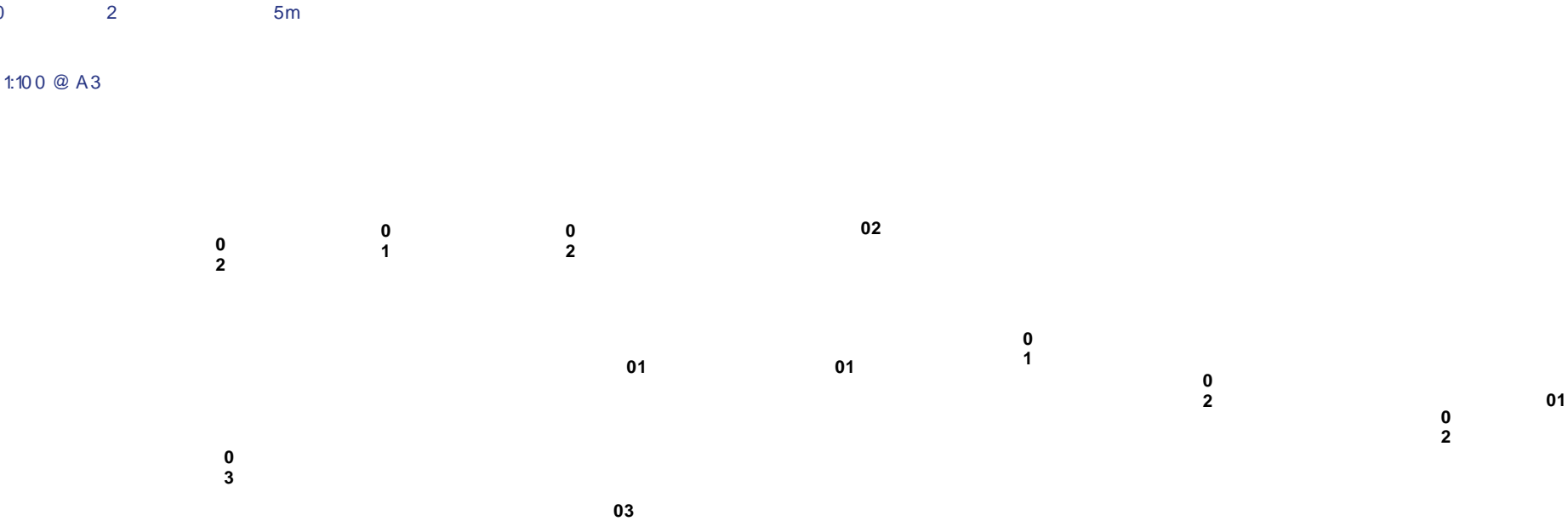


FIGURE 5
Standard lookout node

- Minimum standard of lookout node. A clear equitable space of 2m x 2.5m must be provided with every typical bench seat

FIGURE 6
Dual lookout node

- Where space allows a dual lookout node provides more seating opportunities for all

FIGURE 7
Beach stair look out

- Where new beach stairs are provided, clear equitable space of 2m x 2.5m must be provided with every typical bench seat

APPENDIX
1. KIT OF PARTS

PICNIC NODES

PRINCIPLES

- Shared path/connecting paths to be upgraded to minimum 2-3m where space permits
- Shared path treatment TBC
- Every picnic node must provide minimum 1.5m clear circulation space

0
1 Typical picnic setting. All settings must allow for wheelchair pull in space.

0
2 BBQs. Ensure 1.5m clear circulation space.

0
3 Rubbish bins. Ensure 1.5m clear circulation space.

0 2 5m
1:100 @ A3



FIGURE 8
Standard picnic node

- Ensure 1.5m clear circulation space around all fixed furniture, BBQ's and structural posts

FIGURE 9
Joining picnic nodes

- Provide a minimum 1.5m clear path of travel between picnic nodes

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APPENDIX
1. KIT OF PARTS

EQUITABLE BEACH
ACCESS NODES

PRINCIPLES

- Maximum gradients of 1:21 where possible
- Minimum 2.5m landings
- Shared path/connecting paths to be upgraded to minimum 2-3m where space permits
- Shared path treatment TBC

FIGURE 10

Boat ramp with equitable ramp

- Where an existing boat ramp exists, there is an opportunity to construct an equitable ramp down the side

FIGURE 11

Equitable ramp for level change of <1m

FIGURE 12

Equitable ramp for level change of >1m

- Mid landing width of 3m to allow for wheelchairs to pass comfortably

0 4 10 m

1:200 @ A3





DOCUMENT REGISTER

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Author	LatStudios

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C	26/07/2024	AK	DRAFT
D	09/09/2024	AK	DRAFT

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ACKNOWLEDGEMENT OF COUNTRY

Butchulla People, Traditional owners of the land and sea Country

LatStudies acknowledge the Butchulla people who are the traditional custodians of the land and waters in which we are working. We pay respect to the Elders, past, present and emerging, and extend this respect to all Aboriginal and Torres Strait Islander people we work with and whose ancestral lands we visit.

Hervey Bay Esplanade - Point version - DRAFT CONCEPT REPORT 3







This report explores the application of key objectives developed in the Hervey Bay Esplanade Master Plan. Point Vernon was selected by council to pilot the first phase of concept design to test the developed Esplanade Principles and deliver a product for community consultation.

The report will also include a high level costing to help inform future council budgets and identify staging.

The site context is reviewed, including coastal hazard mapping, to highlight the significance of future environmental impacts along the Hervey Bay coastline. Numerous precedent studies are included to provide exemplar projects relevant to this project.

The majority of this report will focus on detailed study areas that typify the application of the Esplanade's key objectives including shared pathways, active travel corridors, ecological restoration, open space and activated foreshore precincts.



HERVEY BAY ESPLANADE PRELIMINARY CONCEPT FOR COMMUNITY INPUT

(2022)

BY LATSTUDIOS



HERVEY BAY ESPLANADE COMMUNITY CONSULTATION (2019)

COUNCIL ENDORSED
RECOMMENDATIONS

SUMMARY

Esplanade key aspirations:

Creative &
informative
wayfinding

Better
pedestrian
connections

Enhance
visual
appearance,
celebrating
art, culture &
heritage

Inclusion
of smart &
eco-friendly
technology

Improved
traffic
management
& parking

Protection,
preservation
& sustainable
management
of the natural
environment

Improved
amenities,
facilities and
foreshore
activities

SITE PHOTOS

POINT VERNON

'A place to connect with nature'

- Walking trails hug the coastline
- Quiet untouched beaches
- A rocky promontory with vantage views across the bay



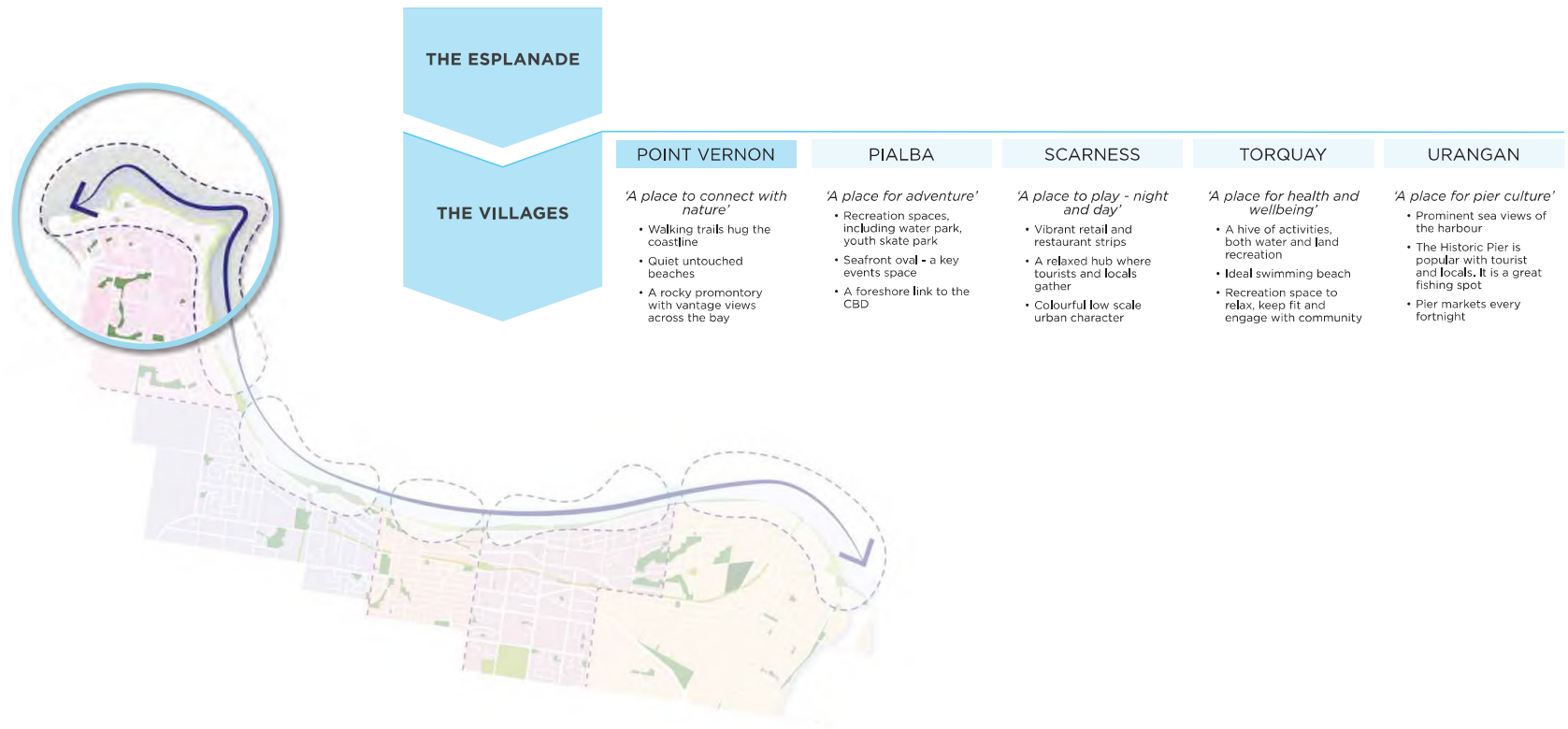
Views and access to the Bay at Parraweena Park



View to the Bay from Parraweena Park



ESPLANADE CHARACTER & PRINCIPLES



THE ESPLANADE PRINCIPLES



ENVIRONMENT

Preserve and enhance the natural foreshore environment as Hervey Bay's greatest asset.



CONNECTIVITY

Create a safe and functional active travel corridor prioritising pedestrians, cyclist & mobility devices.



CONNECTING TO COUNTRY

Preserve and reclaim sacred indigenous spaces to allow traditional rituals and education to continue in their historical contexts.



PLACEMAKING

Reinforce the character of the bay as a destinational sea side town, reflecting its unique SEQ character and environment.



ACTIVATION

Enhance the vibrancy of the Esplanade as a vibrant destination for both locals and visitors, day and night.

COASTAL FUTURES STRATEGY MAPPING

The Coastal Futures Strategy (2018) is a key driver in determining outcomes and future planning for Hervey Bay's changing coastline. Sea level rise, storm tide inundation, and erosion prone mapping has been completed to understand and assist with planning for long term impacts.



**COASTAL FUTURES STRATEGY:
PLANNING OUR CHANGING COASTLINE**
(2018 - present)

ADAPTATION ACTIONS



- 01 Avoid building new things in hazard areas.
- 02 Transition existing buildings and infrastructure out of high-risk areas over time.
- 03 Build community resilience through education and community awareness measures.
- 04 Enhance coastline resilience by protecting and/or reinstating natural coastal ecosystems – like stabilising dunes, or revegetating mangroves.
- 05 Adapt existing and future buildings, structures and infrastructure to be able to accommodate coastal changes – building things 'higher and stronger', evacuation planning.
- 06 Protect/defend priority shorelines, localities and infrastructure through the use of beach nourishment, seawalls, levees, groynes or other structures.¹

1. Adaptation Planning for the Coastline (2018) - Planning Department, Hervey Bay Council

TYPICAL CONDITIONS OF POINT VERNON



**GATAKERS BAY
(LOW ELEVATION)**

- Direct access to the coastline
- Framed views to the water



**POINT VERNON FORESHORE
RESERVE (HIGH ELEVATION)**

- Filtered views to the water



**PARRAWEENA PARK
(LOW ELEVATION)**

- Direct access to the coastline
- Framed views to the water







LITERATURE REVIEWS

The following literature reviews provide a snapshot to the key documents that form the basis for this concept report. These were established in the Master Plan and have been repeated here for context. These previous reports provide a depth of knowledge to inform open space planning and should be referred to at all stages of the development of this project.



DRAFT OPEN SPACE STRATEGY (2020 - present)

PURPOSE / GOALS

Aims to translate the community's value and vision for open space into a guiding document that will lead Council's planning, management, future works program and resourcing for open space to meet growth expectations.

Three key inputs will be used in the development strategy:

- Open Space planning framework
- Community needs analysis
- Open space assessment

KEY FINDINGS / SUMMARY

Community engagement for Phase 1 has now concluded, Council is currently reviewing and considering the community's feedback in preparing a draft strategy



ACTIVE TRAVEL STRATEGY (2020)

PURPOSE / GOALS

By 2031, the Fraser Coast is expected to be home to 133,000 residents. As the population grows, there will be an increasing demand for Active Travel (AT) facilities. Opportunities were identified for Hervey Bay to improve on-road cycling facilities as well as off-road facilities.

KEY FINDINGS / SUMMARY

- Investigations to increase the appeal of AT facilities and mode choice
- Programs to increase community AT participation rates
- Promotion of events and provision of facilities to encourage AT
- Delivery of Signature Projects to complete key connections in the AT network,
- On-going delivery of network completion works
- Investigations to identify appropriate locations for AT infrastructure that supports and enhances network
- Policy improvements to facilitate the provision of AT infrastructure in the Fraser Coast Region



SUSTAINABLE GROWTH STRATEGY (2011 - 2031)

PURPOSE / GOALS

The Sustainable Growth Strategy was commissioned to assist and inform in the development of a new planning scheme for the entire local government area.

The strategy considers the interests of the State of Queensland as expressed in the Draft Wide Bay Burnett Regional Plan (October 2010) as well as the Consolidated Planning Report, and consultation with Councillors, the community and stakeholder groups towards creating a vision for the Fraser Coast to 2031.

KEY FINDINGS / SUMMARY

In 2031, the Fraser Coast will be a united, well-planned and resilient region of vibrant and diverse places and spaces, connected by:

- A Strong and friendly community spirit - built on shared goals and values, and a relaxed and peaceful lifestyle.
- An underlying respect for the unique natural environment, landscape and biodiversity
- Facilities and services which make the community self-sufficient; and
- A robust and diverse economy which provides prosperity for all residents



FRASER COAST COMMUNITY PLAN

(Present - 2031)

PURPOSE / GOALS

The Community plan ties together many strategies and management plans to ensure that Council and the community are working in partnership towards long-term goals. The plan sets out:

Our governance, our Community, our economy, our environment, our movement and access, and our place and spaces.

KEY FINDINGS / SUMMARY

Fraser Coast Community Plan 2031 is a living plan which will be at the forefront of Council's planning, policies and strategies and the community's own plans for the next 20 years. It also provides a basis for council to articulate this community's vision and priorities to levels of government as illustrated in the strategic framework:

- Fraser Coast Community Plan 2031
- Five year Corporate Plan
- Long term strategies + policies
- Annual report + budget
- Service delivery + projects



COASTAL FUTURES STRATEGY (2018 - present)

PURPOSE / GOALS

The Coastal Futures Strategy is a roadmap to guide our immediate, medium and long-term planning for the impacts of our changing coastline.

The strategy includes both regional actions that will benefit our entire coastline as well as adaptation pathways for our coastal communities, demonstrating our commitment to short term action and a flexible approach to longer term planning.

KEY FINDINGS / SUMMARY

Coastal hazard risks are primarily related to erosion and sea level rise with impacts to vegetated foreshore areas, buildings, and infrastructure.

Long term, the number of properties affected by coastal hazards will increase. Coastal erosion and sea level rise are anticipated to result in a significant number of properties being exposed to high to extreme risk by 2100.

Future erosion risks to land-based assets are reduced if a suitable and maintained seawall is included along the coastline between Scarness to Urangan.



HERVEY BAY ESPLANADE TOURIST PRECINCT MASTER PLAN (2015)

PURPOSE / GOALS

A Master plan for the four high profile Esplanade Precincts - Pialba, Scarness, Torquay and Urangan; considers the future 'look' and 'feel' of each precinct, and achieves this through: Identifying place making and revitalisation opportunities, seeking to maximise the level of activation and excitement, celebrating the wonderful features that already exist, presenting and agreed framework to guide decisions and future investment and being visionary.

KEY FINDINGS / SUMMARY

7 key strategies with supporting approaches/objectives have informed the master planning approach for all precincts:

- Precinct identity and theming
- Physical improvements
- Accessibility and parking
- Connectivity
- Environment and setting
- Activation and events
- Vegetation management



HERVEY BAY FORESHORE MANAGEMENT PLAN (2007)

PURPOSE / GOALS

The foreshore is the prime recreational, environmental and tourism feature of mainland Hervey Bay. It is a unique and mostly intact strip of nature that binds together the various villages and communities located along its length, thereby forming the 'linking' element of the whole city.

Management will provide an increasingly diverse but sustainable range of recreation opportunities and experiences.

KEY FINDINGS / SUMMARY

Proposed actions were identified for all local areas. Management needs that extend across more than one local area are as listed:

- Traffic, parking, circulation and amenity along the Esplanade between Pialba and Urangan
- Community awareness and involvement
- Policing and enforcement of local laws
- Water theme park
- Activities in intertidal areas
- Venues for large events, and
- Regional Coastal Management plan

STRUCTURE PLAN

OPPORTUNITIES AT POINT VERNON

CONNECTIVITY



PEDESTRIAN & CYCLE CONNECTIVITY

- On road active travel corridor; allowing for e-scooters, bikes and mobility scooters
- Pedestrian path upgrades to 3m where possible
- Pedestrian priority at nodes
- All abilities access to the beach & improve grades

VEHICLE MANAGEMENT

- Consider one-way street - noting business viability
- Reconsider placement of parking - strategic land acquisition is an opportunity
- Consider short term parking along esplanade to encourage high turnover in front of the shops and longer term parking in the streets behind
- Free shuttle service along the Esplanade
- Reduce vehicle speed to 40km/h

WAYFINDING

- Wayfinding for everyone
- Technology - overlay stories / land management / education
- Define access points
- Environmental and historical education overlays

ENVIRONMENT



VEGETATION

- Maintain the highly vegetated appearance of the esplanade in appropriate locations - Mature trees are of cultural and environmental significance
- Succession planting & planning to enhance the dune vegetation
- Achieve a balance of trees and views to water
- Connection to the broader open space network to take the pressure off the esplanade
- Relationship between the dune and tree shade
- Built vs natural environment
- Continuous green space is important
- Connection to the water is of high importance
- Turtle sensitive habitat - currently state mapped whole foreshore / minimise light disturbance

ENVIRONMENTAL HAZARDS

- The Esplanade is prone to erosion and sea level rise with impacts to vegetated foreshore areas buildings, and infrastructure (*Coastal Futures Strategy*)
- Natural regeneration - public education / signage / storytelling
- Reduce heat impact with shade trees
- Management of the trees to mitigate perceived risk of limb drop

CONNECTING TO COUNTRY



INDIGENOUS & CULTURAL HERITAGE

- Preserve and celebrate sacred indigenous spaces
- Highlight indigenous stories and history
- Opportunities for wayfinding / indigenous art
- Reinforce the character of these spaces as distinctly unique to the area
- Cultural induction opportunities

ENVIRONMENT

- Preserve and restore the natural environments of indigenous significance
- Regeneration and revegetation - opportunities for bush tucker
- Where necessary remove inappropriate infrastructure & reinforce landscape features

EDUCATION

- Creation of places for education and storytelling
- Wayfinding and information overlays
- Skills/training opportunities along the Esplanade for Butchulla people

ACTIVATION



EVENTS

- Accommodate large and small scale events
- Flexible green space for larger events e.g. bike set down for Hervey Bay Triathlon
- High pressure on green space - activate other green spaces
- Event infrastructure

RECREATION

- Family focused recreation - for many people the foreshore is their backyard
- Water transect - establish strategies around what people can do and where
- Personal water craft access e.g. off shore moorings
- Cycle tourism infrastructure
- Watersport hub
- Expand parkland in key hubs



Hervy Bay Esplanade_Point Vernon DRAFT CONCEPT REPORT 17







GOLD COAST OCEANWAY, GOLD COAST, QUEENSLAND

PURPOSE / GOALS

The 36km shared network runs from the NSW boarder to the Gold Coast Seaway, open to the public as a shared-use space.

The ocean front provides access to the beach while offering sustainable travel options for residence including, walking, running cycling and other wheeled recreation devices.

Oceanway Dimensions

36km long total

3.5-5m varying path width

Creating sustainable transport networks with a variety of options for locals and visitors.



YEPPOON FORESHORE, YEPPOON, QUEENSLAND

PURPOSE / GOALS

Celebrate the region's beach culture, the foreshore is designed as a destination for new parks, gardens, board walks, water play, restaurants and promenades.

It engages locals and visitors through ocean scenery and community events while being an accessible setting for all ages with seating, picnic spaces, shelters and playgrounds.

Yeppoon Foreshore Dimensions

1km long

4m path width



ESPERANCE WATERFRONT, ESPERANCE, WESTERN AUSTRALIA

PURPOSE / GOALS

Esperance is predicted to rapidly grow in population by 2050. Within their strategic development a key component in supporting the growth was upgrading the waterfront.

The waterfront design covers indigenous, natural and historical elements of the town to create a sense of place. It focuses on being a family orientated designation while also providing opportunities for tourism and private investments.

Esperance Waterfront Dimensions

1.1km long
3m path width



90%
of locals use the
Foreshore every
week

PORT PHILLIP BAY, MELBOURNE, VICTORIA

PURPOSE / GOALS

The Bay Trail is a shared use path for cyclists and pedestrians which follows the coastline of Port Phillip Bay. Some portions of the trail have dedicated cycle corridors with slow pedestrian paths on the bay side.



Hervey Bay Esplanade_Point Vernon **DRAFT CONCEPT REPORT** 23





DETAIL PLAN AREAS



(A) INMAN STREET COMMERCIAL NODE

- + Located southeast along the Esplanade in Point Vernon, the Cafe and local commercial offering is a key centre along The Esplanade with proximity to the water.



(B) CORFIELD STREET

- + Corfield Street is located southeast along the Esplanade in Point Vernon. The street terminates in a stunning view across the bay.



(C) KELLY STREET

- + Kelly Street is located north along the Esplanade in Point Vernon. The street terminates in a stunning view of the water.



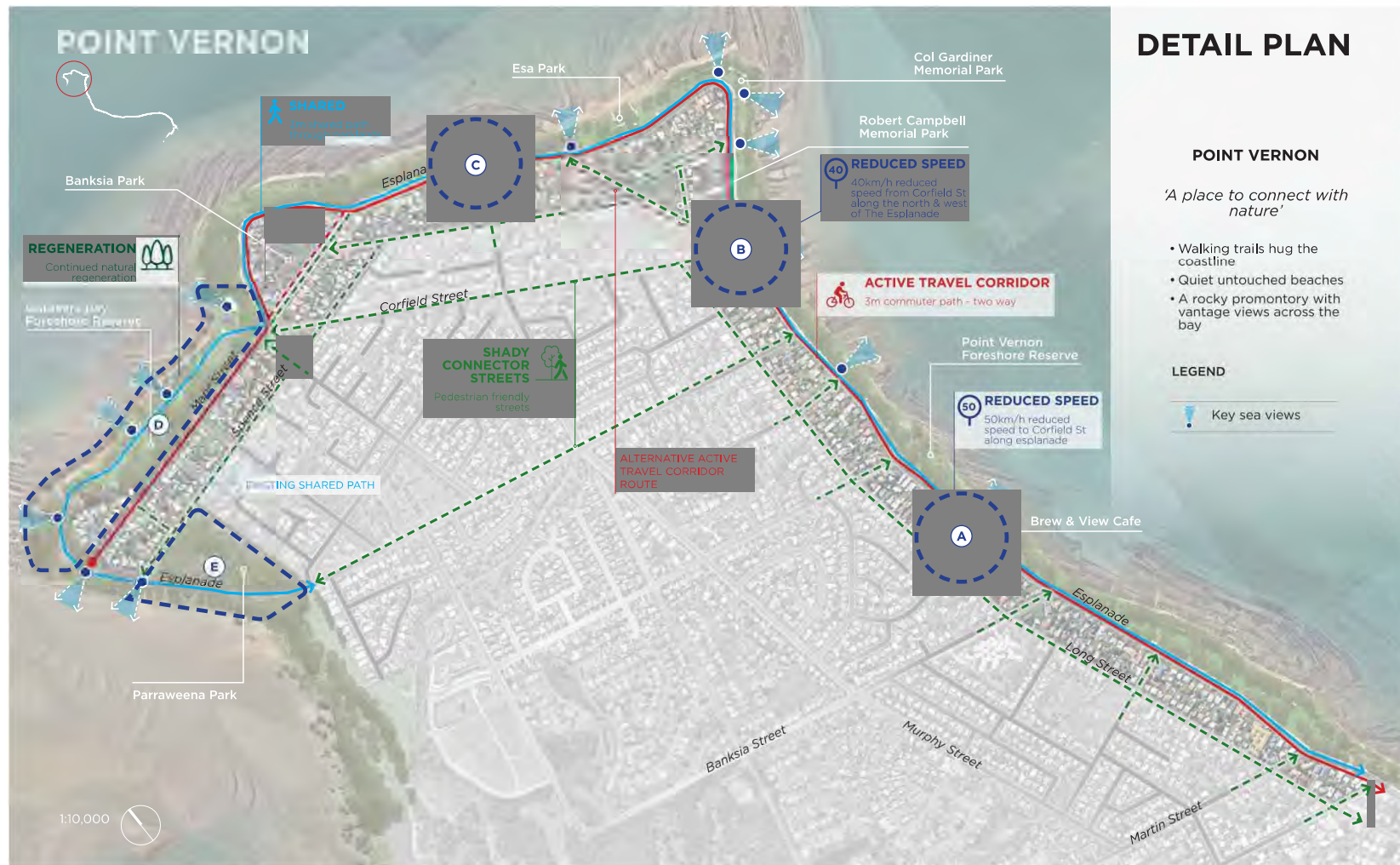
(D) GATAKERS BAY

- + The Gatakers Bay stretch of the Esplanade connects key destinations including a popular boat ramp, playground, and multiple beach access and viewing spots.



(E) PARRAWEENA PARK

- + Parraweena Park affords views and access to the bay, whilst an 800m walking circuit allows for passive recreation.



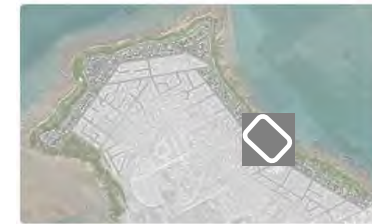
Hervy Bay Esplanade_Point Vernon **DRAFT CONCEPT REPORT** 27

INMAN STREET COMMERCIAL NODE

Inman Street is located southeast along the Esplanade in Point Vernon. This is a key commercial location offering drinks and snacks to the community in close proximity to the water. Parking and public amenities support this as a key destination.

KEY ACTIONS FOR THE INMAN STREET COMMERCIAL NODE:

- CONNECTION TO WATER VIA KEY VIEW CORRIDOR
- REVEGETATION ALONG THE FORESHORE
- HABITAT PROTECTION FOR NATIVE FLORA AND FAUNA
- IMPROVED ACCESSIBILITY & SAFETY
- ENHANCED FORESHORE AMENITY WITH SEATING AND SHELTERS
- FORMALISED ROAD CROSSING
- EASE OF MAINTENANCE
- REDUCED ROAD SPEED 50 KM/HR



KEY PLAN

LEGEND

- 1 Proposed footpath, plain broomed concrete, 1.5m wide. Shade trees added to back of kerb for shaded connections
- 2 Traffic lanes adjusted for active travel corridor, proposed lane width 3.25m, centre line adjusted to suit
- 3 Proposed shared path (coloured concrete) 3.0m wide, following alignment of existing pathway
- 4 Proposed on-road active travel corridor, two way, 3.0m wide, finished with feature paint application, flush concrete edge to turf interface and hit and miss 500mm wide kerb to road corridor interface
- 5 Retain existing vegetation
- 6 Proposed seating nodes, with space for wheelchairs / bikes, and scooters
- 7 Existing car parking adjusted, including 2.0m buffer to active travel corridor, includes 2No PWD bays
- 8 Pedestrian crossing formalised and framed with shade trees on view axis
- 9 Proposed seating node on view axis with table setting, rubbish bins, drink fountain and integrated electric scooter charging station
- 10 Existing toilet building to be retained and concrete path added to improve access
- 11 Option to reconfigure existing parallel parking to increase car parking for this vicinity
- 12 On street parking adjusted to allow pedestrian crossing
- 13 Existing on street car parking to side streets







INMAN STREET FORESHORE
VIEW TOWARDS THE ESPLANADE



INMAN STREET FORESHORE
VIEW SOUTH ALONG THE ESPLANADE [SHARED PATH]



Hervey Bay Esplanade_Point Vernon **DRAFT CONCEPT REPORT** 33

INMAN STREET FORESHORE
VIEW SOUTH ALONG THE ESPLANADE [ROAD]



INMAN STREET FORESHORE
VIEW TOWARDS OUTLOOK REST POINT



Hervy Bay Esplanade_Point Vernon **DRAFT CONCEPT REPORT** 35

INMAN STREET FORESHORE
VIEW SOUTH ALONG THE ESPLANADE_PATHWAY TRANSITIONS



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

INMAN STREET FORESHORE
CAFE CROSSING TO WATER VIEW



Hervey Bay Esplanade_Point Vernon DRAFT CONCEPT REPORT 37

INMAN STREET FORESHORE
VIEW NORTH ALONG THE ESPLANADE_SOUTHERN TRANSITIONS



INMAN STREET FORESHORE
AERIAL VIEW SOUTH



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

Hervey Bay Esplanade_Point Vernon DRAFT CONCEPT REPORT 39

CORFIELD STREET

Corfield Street is located southeast along the Esplanade in Point Vernon. The street terminates in a stunning view across the bay.

KEY ACTIONS FOR CORFIELD STREET

- CONNECTION TO WATER VIA KEY VIEW CORRIDOR
- REVEGETATION ALONG THE FORESHORE
- HABITAT PROTECTION FOR NATIVE FLORA AND FAUNA
- IMPROVED ACCESSIBILITY & SAFETY
- ENHANCED FORESHORE AMENITY WITH SEATING AND SHELTERS
- FORMALISED ROAD CROSSING
- EASE OF MAINTENANCE
- REDUCED ROAD SPEED 50 KM/HR TRANSITION TO 40 KM/HR
- CENTRE LINE ROAD MARKING REMOVED IN 40 KM/HR ZONE



KEY PLAN

LEGEND

- 1 Retain existing vegetation
- 2 Proposed footpath, plain broomed concrete, 1.5m wide, Shade trees added to back of kerb for shaded connections
- 3 Traffic lanes adjusted for active travel corridor, proposed lane width 3.25m, centre line adjusted to suit
- 4 Proposed on-road active travel corridor, two way, 3.0m wide, finished with feature paint application, flush concrete edge to turf interface and hit and miss 500mm wide kerb to road corridor interface
- 5 Public art
- 6 Groves of proposed trees to reinforce foreshore vegetation
- 7 Proposed seating node on view axis with signature shelter, table setting, rubbish bins, drink fountain and integrated electric scooter charging station
- 8 Proposed seating node
- 9 Existing track to beach
- 10 Proposed shared path (coloured concrete) 3.0m wide, following alignment of existing pathway
- 11 Pedestrian crossing (raised) formalised and framed with shade trees on view axis
- 12 50kms road speed zone
- 13 Existing on street car parking to side streets





CORFIELD STREET FORESHORE
ROAD CROSSING TO OUTLOOK & VIEW



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

Hervey Bay Esplanade_Point Vernon **DRAFT CONCEPT REPORT** 43

CORFIELD STREET FORESHORE
VIEW NORTH ALONG THE ESPLANADE



CORFIELD STREET FORESHORE
VIEW SOUTH ALONG THE ESPLANADE



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

Hervey Bay Esplanade_Point Vernon **DRAFT CONCEPT REPORT** 45

CORFIELD STREET FORESHORE
VIEW NORTH ALONG THE ESPLANADE_PATHWAYS



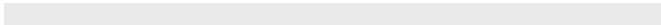
CORFIELD STREET FORESHORE
VIEW SOUTH ALONG THE ESPLANADE_PATHWAYS



Hervey Bay Esplanade_Point Vernon **DRAFT CONCEPT REPORT** 47

CORFIELD STREET FORESHORE
OUTLOOK & REST POINT





KELLY STREET

Kelly Street is located north along the Esplanade in Point Vernon. The street terminates in a stunning view of the water.

KEY ACTIONS FOR KELLY STREET

- CONNECTION TO WATER VIA KEY VIEW CORRIDOR
- REVEGETATION ALONG THE FORESHORE
- HABITAT PROTECTION FOR NATIVE FLORA AND FAUNA
- IMPROVED ACCESSIBILITY & SAFETY
- ENHANCED FORESHORE AMENITY WITH SEATING AND SHELTERS
- FORMALISED ROAD CROSSING
- EASE OF MAINTENANCE
- SPEED REDUCED TO 40 KM/HR ZONE



KEY PLAN

LEGEND

- 1 Traffic lanes adjusted for active travel corridor, proposed lane width 3.25m, centre line adjusted to suit
- 2 Proposed parallel car parking formalised with 1.0m buffer from scooter pathway
- 3 Proposed on-road active travel corridor, two way, 3.0m wide, finished with feature paint application, flush concrete edge to turf interface
- 4 Pedestrian crossing (raised) formalised and framed with shade trees on view axis
- 5 Proposed seating node on view axis with signature shelter, table setting, rubbish bins, drink fountain and integrated electric scooter charging station
- 6 Existing footpath, with shade trees added to back of kerb for shaded connections
- 7 Proposed shade trees added to back of kerb for shaded connections
- 8 Existing track to beach
- 9 Proposed shared path (coloured concrete) 3.0m wide, following alignment of existing pathway
- 10 Retain existing vegetation
- 11 Proposed trees for shade & reinforce dune vegetation
- 12 Existing on street car parking to side streets







KELLY STREET FORESHORE
VIEW WEST ALONG THE ESPLANADE



KELLY STREET FORESHORE
VIEW EAST ALONG THE ESPLANADE



Hervy Bay Esplanade_Point Vernon **DRAFT CONCEPT REPORT** 55

KELLY STREET FORESHORE
VIEW TO CROSSING & OUTLOOK THE ESPLANADE



KELLY STREET FORESHORE
VIEW FROM OUTLOOK TO CROSSING THE ESPLANADE



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

Hervey Bay Esplanade_Point Vernon **DRAFT CONCEPT REPORT** 57

KELLY STREET FORESHORE
VIEW ALONG KELLY STREET TO WATER



KELLY STREET FORESHORE
VIEW TO CROSSING THE ESPLANADE



Hervy Bay Esplanade_Point Vernon **DRAFT CONCEPT REPORT** 59

KELLY STREET FORESHORE
VIEW TO OUTLOOK STRUCTURE



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

**KELLY STREET FORESHORE
VIEW TO OUTLOOK STRUCTURE**



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

Hervey Bay Esplanade_Point Vernon **DRAFT CONCEPT REPORT** 61

NORTHWEST FORESHORE - COASTAL HAZARD ADAPTATION STRATEGY

The Hervey Bay Esplanade is loved by locals and visitors, with The Esplanade being one of the most popular areas for recreation, swimming, events and tourist accommodation. Users in the area highly value bike paths, parks, and sheltered beaches along the Esplanade.⁵

Areas most affected by sea level rise, storm tide inundation and coastal erosion are low lying. Future infrastructure, vegetated foreshore areas, and buildings should be considered as part of Hervey Bay's changing coastline.

Report from Fraser Coast Regional Council 2021 Coastal Future Strategy
https://www.frasercoast.qld.gov.au/~/media/Files/Community/Coastal-Future-Strategy-2021/Coastal-Future-Strategy-2021.pdf

ADAPTATION ACTIONS



Adaptation options suggested by community:

- Planning controls should avoid new development in areas subject to coastal hazard risk.
- Enhance shoreline resilience through natural measures such as mangrove and foreshore revegetation.
- Develop a staged relocation plan for development affected by coastal hazards.
- Investigate hard engineering options that do not cause detrimental impacts to the natural environment but provide an appropriate level of mitigation from coastal hazards.
- Protect high priority public infrastructure such as public open space and recreation areas.⁶

SEA LEVEL RISE



Sea level rise: An increase in the mean level of the ocean.⁷

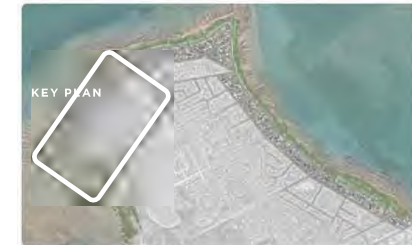
Note: These maps are indicative only. For further detail, refer to the Fraser Coast Regional Council Coastal Futures Strategy interactive hazard mapping for coastal erosion, storm tide inundation and sea level rise climate scenarios.

NORTHWEST FORESHORE

The northwest foreshore includes Gatakers Bay and Parraweena Park. Both of these locations are low lying with a strong relationship to the shore and water. Dune vegetation is punctuated in key locations by view windows to the bay which are valued by locals. This area is important to First Nations culture, is a turtle nesting site and shore bird roosting area. As such a light touch approach is proposed, with built elements being moved back from the shore edge where possible and beach access points controlled.

KEY OBJECTIVES FOR THE NORTHWEST FORESHORE

- REVEGETATION ALONG THE SHORELINE
- RETREAT FROM THE COASTLINE EDGE
- ADAPT TO CURRENT AND FUTURE CLIMATIC CONDITIONS
- HABITAT PROTECTION FOR NATIVE FLORA AND FAUNA (IN PARTICULAR TURTLE NESTING, SHORE BIRD ROOSTING AND EXISTING OSPREY NEST)
- LIGHTING TO ADDRESS ENVIRONMENTAL SENSITIVITIES
- MANAGED BEACH ACCESS
- FRAMED VIEWS TO THE BAY



KEY PLAN



Existing boat ramp at Gatakers Bay.



Existing carpark near boat ramp to be retained.



Existing playground to be upgraded with nature play.



Connections to water and revegetation to be retained.



Existing ocean views at Gatakers Bay Foreshore Reserve to be retained.



Maintain views and access to water adjacent Parraweena Park.



Entrance to Parraweena Park to be retained.



Informal tracks in Parraweena Park with yellow markers to be retained.



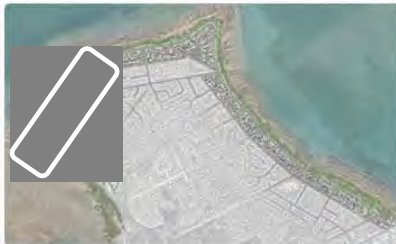
Hervey Bay Esplanade_Point Vernon DRAFT CONCEPT REPORT 65

GATAKERS BAY

The Gatakers Bay stretch of the Esplanade connects key destinations including a popular boat ramp, playground, and multiple beach access and viewing spots. It is also well known for its biodiversity, including many species of birds who nest in trees their hollows, and roost on the shore, as well as turtle nesting on the beach. There are large open lawn areas for recreation, and and re-vegetation has been undertaken along the back of dune to stabilise and provide habitat.

KEY ACTIONS FOR GATAKERS BAY

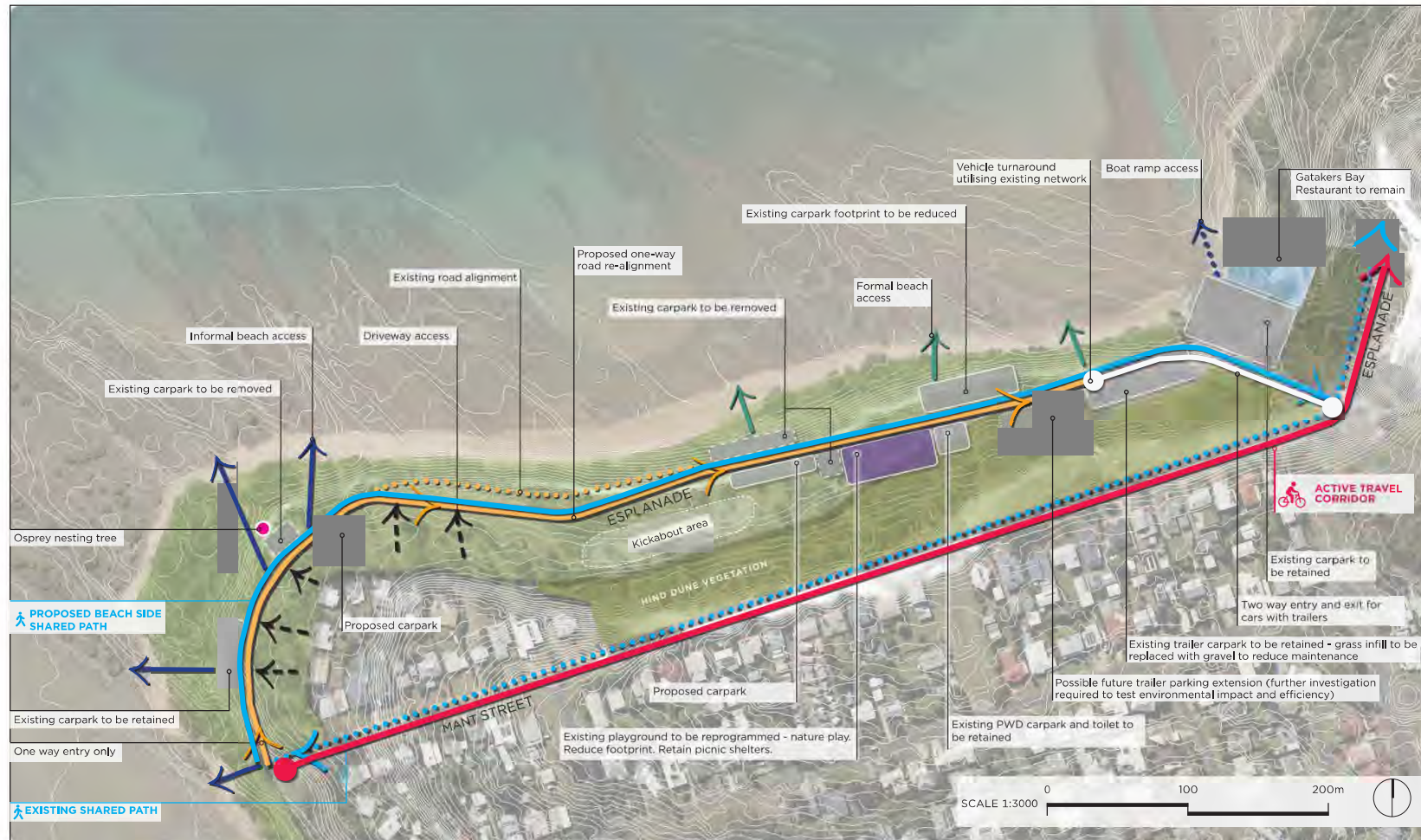
- NATURE PLAY IN THE RESERVE
- DAY-USE AND BOAT RAMP PARKING ACCESS
- CONNECTION TO WATER VIA KEY VIEW CORRIDORS AND CONTROLLED ACCESS POINTS
- REVEGETATION ALONG THE COASTLINE
- HABITAT PROTECTION FOR NATIVE FLORA AND FAUNA
- EASE OF MAINTENANCE
- LIGHT TOUCH APPROACH, WITH BUILT ELEMENTS / CAR PARKING / ROAD WAY BEING MOVED BACK FROM THE SHORE EDGE WHERE POSSIBLE.



KEY PLAN 



GATAKERS BAY FORESHORE CONCEPT PLAN



Hervey Bay Esplanade_Point Vernon DRAFT CONCEPT REPORT 67

GATAKERS BAY

GATAKERS BAY FORESHORE ACTION PLAN

Ⓐ REVEGETATION

- AREAS TO STABILISE DUNE AND PROVIDE FAUNA/ BIRD HABITAT

Ⓑ DUNE PROTECTION

- LIGHT TOUCH FENCING TO PROTECT FAUNA

Ⓒ RECREATION

- GREEN RECREATION SPACE PRESERVED ON FORESHORE



KEY PLAN 

LEGEND

- ① New picnic shelter and furniture
- ② Revegetation areas to stabilise dune and provide fauna/ bird habitat
- ③ Green recreation space preserved on the foreshore
- ④ Car park moved back from shore edge
- ⑤ Existing formalised beach access retained
- ⑥ Revegetation management preserves key views to the bay while revegetating the dune



GATAKERS BAY FORESHORE
VIEW EAST ALONG THE ESPLANADE



GATAKERS BAY FORESHORE
VIEW WEST ALONG THE ESPLANADE



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GATAKERS BAY FORESHORE
VIEW EAST ALONG THE ESPLANADE



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

GATAKERS BAY FORESHORE
VIEW WEST ALONG THE ESPLANADE



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

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GATAKERS BAY FORESHORE
VIEW FROM FORESHORE



NOTE: Road configuration and car parking proposals are indicative only for concept. Further detailed design and investigation is required to finalise design.

GATAKERS BAY FORESHORE
VIEW TO FORESHORE ACCESS



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GATAKERS BAY FORESHORE: TYPICAL STREETSCAPE



GATAKERS BAY FORESHORE: TYPICAL STREETSCAPE



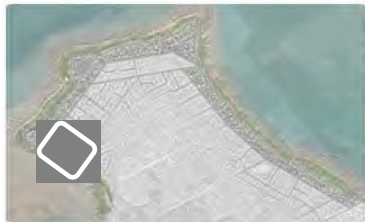
Hervy Bay Esplanade_Point Vernon DRAFT CONCEPT REPORT 77

PARRAWEENA PARK

Parraweena Park affords views and access to the bay. It is known as a place of cultural significance to the Butchulla people and is home to a diverse range of local flora and fauna. There is an 800m circuit within Parraweena Park which allows for passive recreation.

KEY ACTIONS FOR PARRAWEENA PARK

- AREA OF CULTURAL SIGNIFICANCE TO BUTCHULLA PEOPLE
- CONNECTION TO WATER VIA KEY VIEW CORRIDORS
- CULTURAL CONNECTION AND GATHERING SPACE
- REVEGETATION ALONG THE COASTLINE
- HABITAT PROTECTION FOR NATIVE FLORA AND FAUNA
- EASE OF MAINTENANCE
- LIGHT TOUCH APPROACH, WITH BUILT ELEMENTS / CAR PARKING / ROAD WAY BEING MOVED BACK FROM THE SHORE EDGE WHERE POSSIBLE



KEY PLAN

LEGEND

- ① Proposed relocation of existing carpark
- ② Existing carpark removed
- ③ Existing track to beach
- ④ Opportunity for gathering space, Connection to Polson Cemetery
- ⑤ Proposed one-way vehicle road incorporating shared path
- ⑥ Dune rehabilitation zone
- ⑦ Dune protection fence
- ⑧ Possible shared path connection

PARRAWEENA PARK
CONCEPT PLAN



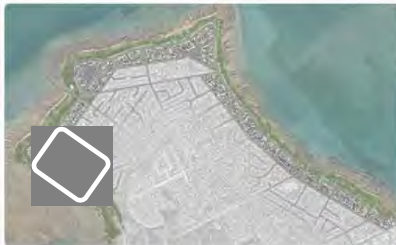
Hervy Bay Esplanade_Point Vernon DRAFT CONCEPT REPORT 79


PARRAWEENA PARK

Parraweena Park is a heavily vegetated reserve that enjoys water views and offers a sense of tranquillity and immersion in nature. The reserve offers a unique opportunity to integrate an informal gathering space, located near access points and on the pathway network.

KEY ACTIONS FOR PARRAWEENA PARK

- AREA OF CULTURAL SIGNIFICANCE TO BUTCHULLA PEOPLE
- CONNECTION TO WATER VIA KEY VIEW CORRIDORS
- CULTURAL CONNECTION AND GATHERING SPACE
- REVEGETATION ALONG THE COASTLINE
- HABITAT PROTECTION FOR NATIVE FLORA AND FAUNA
- EASE OF MAINTENANCE
- LIGHT TOUCH APPROACH, WITH BUILT ELEMENTS / CAR PARKING / ROAD WAY BEING MOVED BACK FROM THE SHORE EDGE WHERE POSSIBLE



KEY PLAN 

Note: The final location, form, function and materiality of the proposed cultural gathering space requires further advise and input from the Butchulla people.





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PARRAWEENA PARK FORESHORE
VIEW NORTH ALONG THE ESPLANADE



PARRAWEENA PARK FORESHORE
VIEW SOUTH ALONG THE ESPLANADE



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PARRAWEENA PARK FORESHORE
VIEW FROM FORESHORE ACCESS



PARRAWEENA PARK FORESHORE: TYPICAL STREETSCAPE

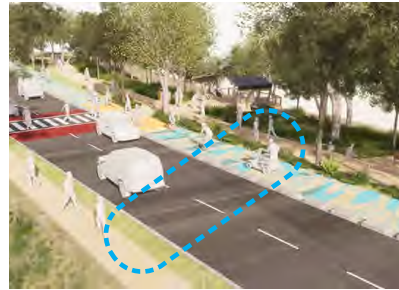


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TYPICAL STREETSCAPE CONDITIONS

The following is a suite of typical sections that may be applied to the various conditions along the Point Vernon foreshore. The sections depict the typical integrations of shared paths, active travel corridors, car parking, access, pedestrian crossings, and amenities including seating and shelters.

TYPE A



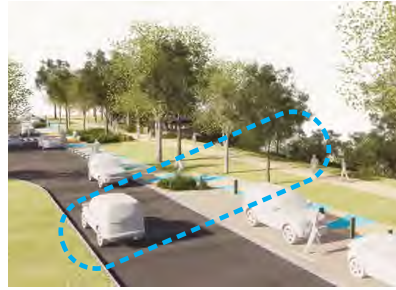
- + FOOTPATH
- + EXISTING ROAD WIDTH INCORPORATES ACTIVE TRAVEL CORRIDOR
- + SEPARATE SHARED PATH ADJACENT TO EMBANKMENT

TYPE D



- + OFF STREET PARKING WITH 2M BUFFER AT ROAD AND PATH SIDES
- + DIRECT ACCESS TO SHARED PATH

TYPE B



- + 10M ROAD WAY INCORPORATING PARALLEL PARKING
- + ACTIVE TRAVEL CORRIDOR ADJUSTS DIRECTION ACCORDINGLY
- + SHARED PATH ADJACENT TO EMBANKMENT

TYPE E



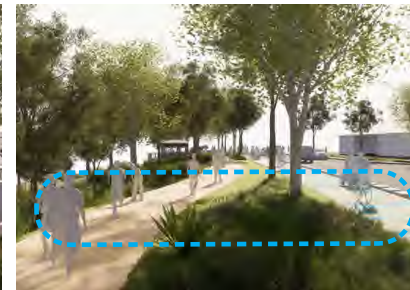
- + INCREASED SHARED PATH WIDTH TO ACCOMMODATE PEDESTRIAN, VEHICLE AND ACTIVE TRAVEL CORRIDOR ACCESS

TYPE C



- + ACTIVE TRAVEL CORRIDOR COMBINES WITH SHARED PATH ADJACENT TO THE EMBANKMENT, WHERE OFF STREET PARKING IS LOCATED AND SPACE IS LIMITED

TYPE F



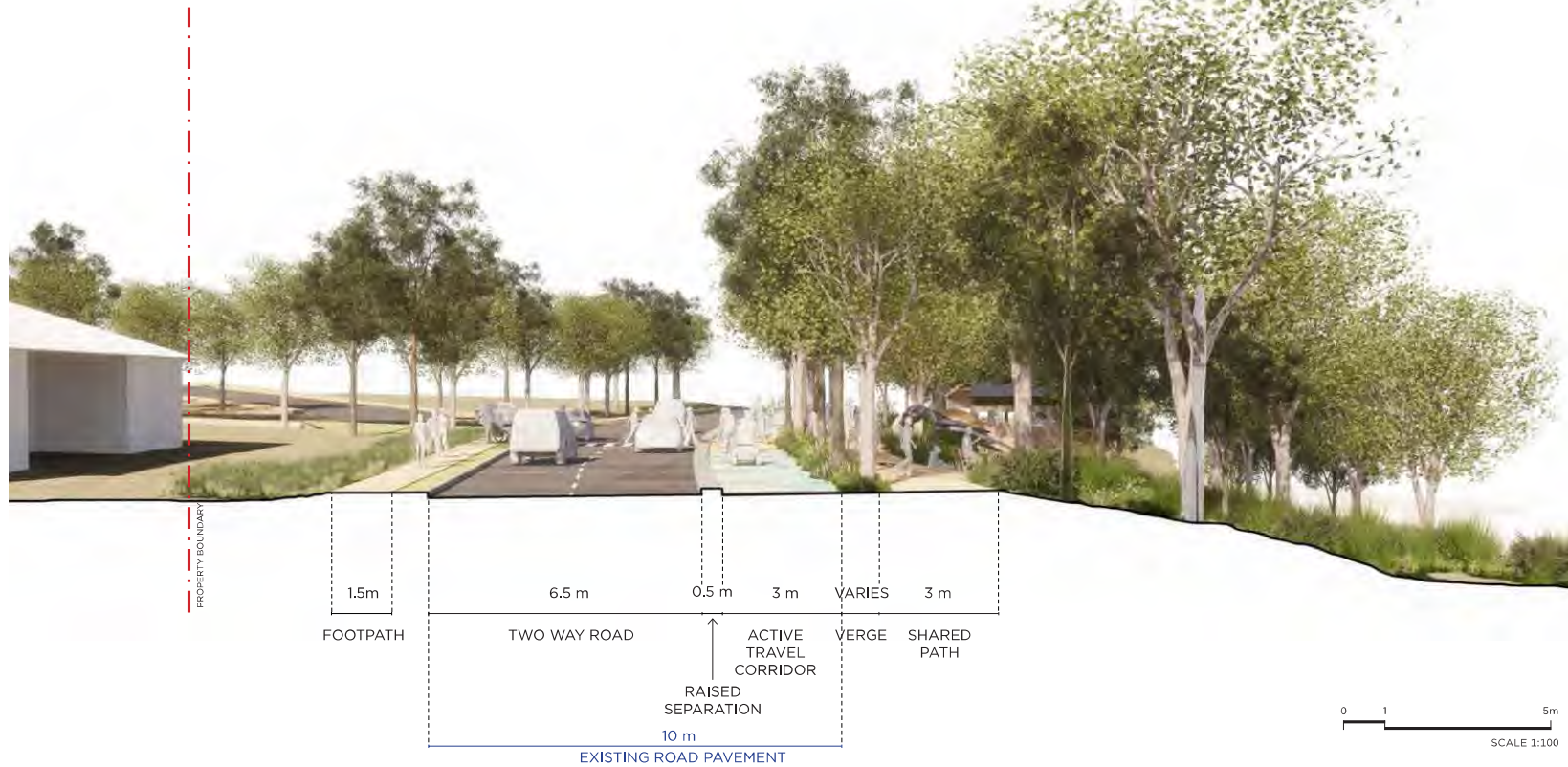
- + INCREASED SEPARATION OF SHARED PATH AND ACTIVE TRAVEL CORRIDOR THROUGH VEGETATION BUFFER



TYPE A - KEY DIAGRAM

- + FOOTPATH
- + EXISTING ROAD WIDTH INCORPORATES ACTIVE TRAVEL CORRIDOR
- + SEPARATE SHARED PATH ADJACENT TO EMBANKMENT

TYPICAL STREETSCAPE - TYPE A



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TYPICAL STREETSCAPE - TYPE B



TYPE B - KEY DIAGRAM

- + 10M ROAD WAY INCORPORATING PARALLEL PARKING
- + ACTIVE TRAVEL CORRIDOR ADJUSTS DIRECTION ACCORDINGLY
- + SHARED PATH ADJACENT TO EMBANKMENT



TYPICAL STREETSCAPE - TYPE C



TYPE C - KEY DIAGRAM

+ ACTIVE TRAVEL CORRIDOR COMBINES WITH SHARED PATH ADJACENT TO THE EMBANKMENT, WHERE OFF STREET PARKING IS LOCATED



Hervey Bay Esplanade_Point Vernon DRAFT CONCEPT REPORT 89



TYPE D - KEY DIAGRAM

- + OFF STREET PARKING WITH 2M BUFFER AT ROAD AND PATH SIDES
- + DIRECT ACCESS TO SHARED PATH

TYPICAL STREETSCAPE - TYPE D

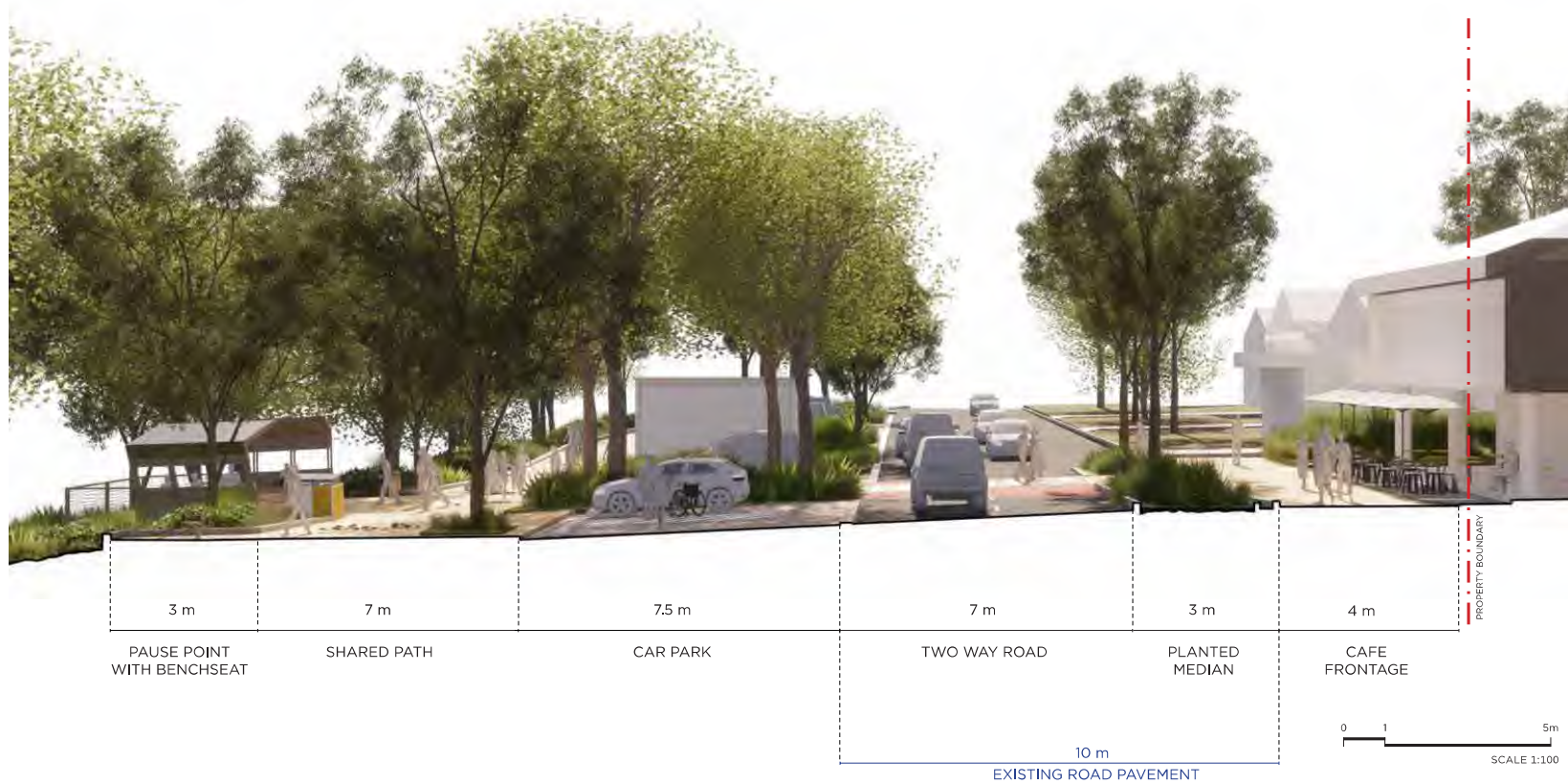




TYPE E - KEY DIAGRAM

+ INCREASED SHARED PATH WIDTH TO ACCOMMODATE PEDESTRIAN, VEHICLE AND ACTIVE TRAVEL CORRIDOR ACCESS

TYPICAL STREETSCAPE - TYPE E



Hervey Bay Esplanade_Point Vernon DRAFT CONCEPT REPORT 91

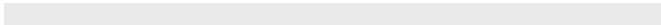


TYPE F - KEY DIAGRAM

+ INCREASED SEPARATION OF SHARED PATH AND ACTIVE TRAVEL CORRIDOR THROUGH VEGETATION

TYPICAL STREETSCAPE - TYPE F





MATERIALS & FINISHES



ACTIVE TRAVEL CORRIDOR

- + Feature painted asphalt
- + Typically applied to existing asphalt, or new asphalt where pavement extension is required
- + Pattern design to intensify at key nodes



SHARED PATH

- + 3m wide concrete broomed finish path
- + Typical finish of plain concrete with coloured concrete (CCS paper bark) applied to key node areas and transitions



CONCRETE LANE SEPARATOR

- + 500mm (w) x 1000mm (l) x 150mm (h) with 500mm breaks for drainage
- + Plain concrete (precast)
- + Alternative product may include proprietary plastic product



CAR PARKING

- + Paint on asphalt
- + Colour: muted sandy tones



CHARACTER PLANTING

- + Native foreshore species

E-MOBILITY INFRASTRUCTURE

GOALS

Supporting E-mobility devices with appropriate infrastructure will improve safety and public confidence in E-mobility.

E-mobility options have the potential to complement the role of public transport and provide people with the opportunity to experience the length of the esplanade. People can conveniently access local services, creating opportunities for local businesses.

PRINCIPLES

- At regular intervals bike/ e-scooter and mobility scooter charging stations should be provided.
- Ensure minimum widths for turning circles are provided.

- ① E-scooter/E-bike charging station
- ② Bike rack station
- ③ E-mobility scooter charging stations
- ④ Integrated bike repair station



INDICATIVE SKETCH VIEW OF INTEGRATED CHARGING STATIONS

0 2 5m
1:100 @ A3

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Esplanade Enhancement Design Principles & Intent

				
ENVIRONMENT	CONNECTIVITY	CONNECTING TO COUNTRY	PLACEMAKING	ACTIVATION
Preserve and enhance the natural foreshore environment as Hervey Bay's greatest asset	Create a safe and functional active transport corridor prioritising pedestrians, cyclist & mobility devices	Acknowledge and recognise places of indigenous cultural significance to provide education of ongoing historical context	Reinforce the Bay as a seaside destination, reflecting its unique character and environment	Enhance the vibrancy of the Esplanade as a Destination for locals and visitors, day and night

1. Promote Active Travel

- Prioritise pedestrian-first design to enhance safety and accessibility
- Incorporate active transport options, including cycling infrastructure
- Reduce vehicle speed at key nodes and implement safe crossing points from connector streets to the Esplanade



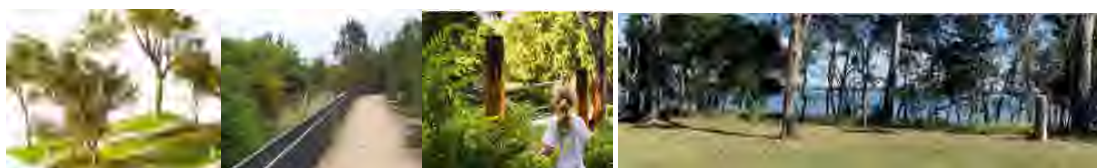
2. Deliver Wider Pathways

- Deliver staged implementation of wider shared pathways in key areas/pinch points
- Widen pathways to enable overtaking
- Design to retain and protect existing mature vegetation (e.g., trees including root systems) in the first instance, and minimise removal where otherwise unavoidable
- Progressively improve pathway lighting, sensitive to marine environment and sustainability initiatives



3. Protect Natural Areas

- Ensure development maintains and enhances the existing natural environment where possible
- Implement strategies to mitigate environmental impacts



#5164773v1

4. Optimised Parking Solutions

- Increase parking availability along back and side streets to reduce congestion on the Esplanade



5. Traffic Calming Measures

- Lower speed limits in high-pedestrian areas to enhance safety
- Introduce additional measures to manage vehicle flow effectively
- Reinforce reduced speed zones through environmental design



6. Trial Initiatives & Seek External Funding opportunities

- Explore pilot programs for innovative transport and urban design solutions
- Be open to testing new approaches to enhance usability and sustainability
- Embrace opportunities to trial new events, initiatives and activities during maintenance or capital works
- Seek external funding opportunities to accelerate works and explore innovative and smart-city initiatives



7. Commitment to Quality Over Quantity

- Prioritise high-quality infrastructure and amenities over excessive development
- Focus on long-term sustainability and community benefit



Priority Hervey Bay Esplanade Enhancement Projects

March 2025

1. Location diagram	pg. 2
2. Kelly St, Point Vernon – Formalise car parking at lookout	pg. 3
3. Point Vernon – One-way traffic, on-road shared pedestrian / active transport corridor	pg. 4
4. Point Vernon to Urangan – Shared pathway widening	pg. 5
5. Point Vernon to Urangan – On-road bicycle lane	pg. 6
6. Point Vernon to Urangan – Shared pathway lighting	pg. 7
7. Point Vernon to Urangan – Consistent wayfinding and signage	pg. 8
8. Point Vernon to Urangan – ‘Square up’ intersections with line marking and build outs	pg. 9
9. Pialba – Formalise car parking	pg. 10
10. Pialba to Urangan – Remove redundant driveways, reinstate kerb and channel	pg. 11
11. Scarness – Esplanade, Frank St, Freshwater St - Reconfigure parking and widen shared pathway	pg. 12
12. Scarness – Caravan Park & Sailing Clubs – Investigate water sports hub	pg. 13
13. Scarness and Torquay – Refresh tourist entry precinct treatments	pg. 14
14. Ann St, Torquay – Reconfigure car parking, widen shared pathway	pg. 15-16
15. Urangan - Oaks Resort to Elizabeth St - Reconfigure car parking, widen shared pathway	pg. 17
16. Urangan Pier to Marina – Widen shared pathway	pg. 18
17. Esplanade, Commercial precinct/tourist node – One-way traffic trial	pg. 19
18. Esplanade – Various – Consistent design raised pedestrian crossings	pg. 20-22

1. Location diagram



2. Kelly St, Point Vernon – Formalise car parking at lookout

Issue

- Informal car parking on verge

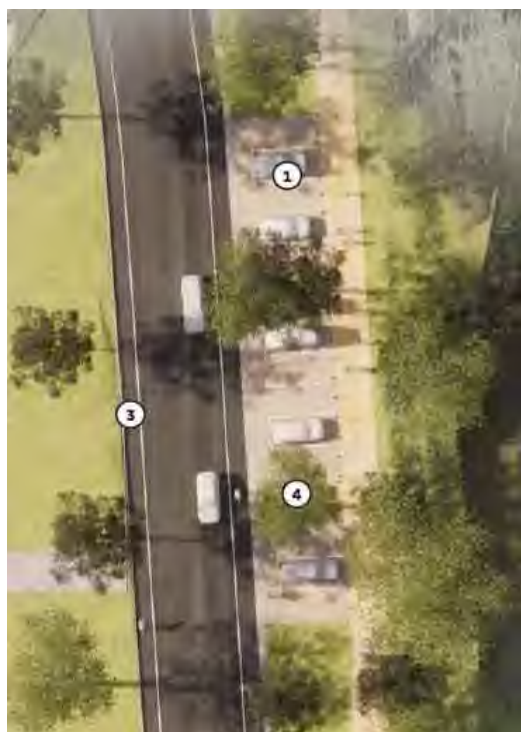
Impacts

- Vehicles encroaching onto pathway causing pedestrian safety hazard, damaging pathway
- Vehicles compacting tree roots of significant mature native species



Proposed solution and implementation steps (Design principle 4 – Optimise parking solutions)

- Formalise pavement and line-mark car parking at 90° or 60° angled parking
- Introduce tree root protection zones with permeable pavement design
- Install wheel stops, bollards and/or barriers
- Design car parking configuration to best capture ocean outlook
- Investigate design of raised pedestrian crossing and safety lighting
- Replace shared pathway pavers with 3-4m wide pathway



View from the Esplanade of car parking and on road cycle lane

LEGEND	
① Proposed 3.0m wide on road parking (containing) with 3.0m wide on road cycle path	③ Proposed compacted (compacted) area for parking
	④ Proposed compacted (compacted) area for parking

3. Point Vernon – One-way traffic, on-road shared pedestrian / active transport corridor

Issue

- No pedestrian pathway
- Limited capacity of roadway to safely accommodate vehicles, pedestrians and active transport
- Conflicts and safety concerns



Proposed solution and implementation steps

(Design principle 1 – Promote active travel; 5 – Traffic calming measures)

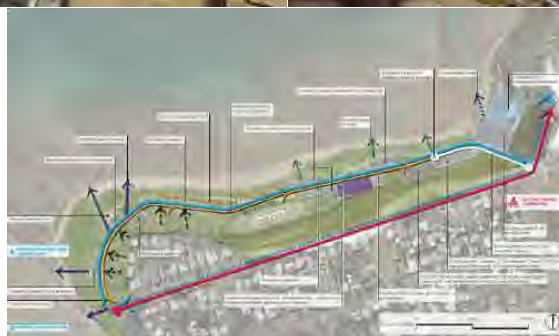
- Trial one-way vehicle circulation
- Reconfigure road alignment and car parking to reduce conflicts and foreshore impacts
- Amend pavement treatment to delineate on-road shared pedestrian / active transport corridor
- Publicise to community in advance of changes, making clear trial status and timeframe
- Install clear wayfinding measures, including wildlife-sensitive pathway lighting
- Investigate stormwater drainage improvements to prevent road closure

Negative Impacts of Solution

- Confusion about access and available alternative routes
- Increased traffic on alternative routes

Positive Impacts of Solution

- Safer operating environment
- Caters for all users
- Reduced complaints to Council



4. Point Vernon to Urangan – Shared pathway widening

Issue

- Limited capacity of narrow pathway
- Paved surface uneven



Impacts

- Unable to safely accommodate volume of pedestrians and active transport users
- Limited overtaking opportunities
- Conflicts and safety concerns
- Trip hazards, complaints to Council and risk of litigation over injuries

Proposed solution and implementation steps (Design principle 1 – Promote active travel)

- Survey full length of pathway, identify environmental constraints, pinch points, and opportunities for widening
- Undertake holistic pathway widening design, incorporating CPTED principles, compliant lighting standards (subject to wildlife sensitivities), accessible pavement surface, and emphasising retention and protection of existing mature vegetation (including root systems), minimising removal where unavoidable
- Provide 3-4m wide shared pathway for full extent of the Esplanade where space permits



5. Point Vernon to Urangan – On-road bicycle lane

Issue

- Limited shared pathway capacity

Impacts

- Pathway user safety and conflicts between different pedestrian and active transport user groups (walkers, dogs on leash, cyclists, scooters, mobility devices)
- Complaints to Council



Proposed solution and implementation steps (Design principle 1 – Promote active travel)

- Provide 3-4m wide shared pathway where space permits
- Line mark 1.5m on-road bike lanes both sides of Esplanade pavement where space is available, providing alternative options for cyclists to travel safely. **No resulting parking restrictions, normal road rules apply*
- Lobby Translink to undertake a bus route review and to increase frequency of public transport services
- Investigate Esplanade community shuttle bus service (hail and ride continuous loops)

Negative Impacts of Upgrading

- Removal of on-street parking to make way for a wider path and/or on-road cycle lanes may be met with resistance, however replacement parking would be provided elsewhere

Positive Impacts of Upgrading

- Increase capacity and safety for pathway users whilst reducing potential conflicts



Example: Existing Esplanade bike lane treatment - Beach Rd to Main St Pialba

6. Point Vernon to Urangan – Shared pathway lighting

Issue

- Poor lighting, no lighting, inconsistent lighting design and standards

Impacts

- Reduced pathway user safety
- Reduced use of Council assets at night, increasing daylight demand
- Can encourage anti-social behaviours
- Wildlife sensitivity to lighting (State 'dark sky' provisions, migratory birds, nesting turtles)



Proposed solution and implementation steps (Design principle 1 – Promote active travel)

- Review existing lighting provision against current standards for safe pedestrian use
- Investigate lighting options sensitive to wildlife (shielding, sensor activated, lux and colour spectrum)
- Design and construct vandal resistant pathway lighting to improve CPTED, prioritising existing black spots



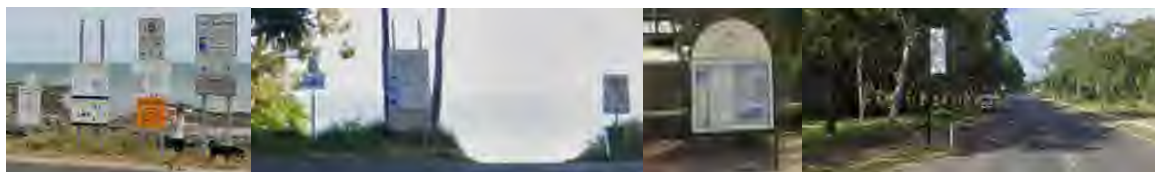
7. Point Vernon to Urangan – Consistent wayfinding and signage

Issue

- Proliferation of regulatory and wayfinding signage that is dated, in disrepair or redundant

Impacts

- Unsightly, unnecessary
- Does not influence compliant behaviour
- Does not provide effective or consistent wayfinding opportunities
- Does not cater to all abilities



Proposed solution and implementation steps

(Design principle 1 – Promote active travel, 7 – Quality over quantity)

- Remove outdated, failing and redundant signage
- Identify where signage and wayfinding are needed and add value
- Implement consistently themed wayfinding and signage design, with QR codes, braille, auditory tech



8. Point Vernon to Urangan – ‘Square up’ intersections with line marking and build outs

Issue

- Acute intersection angle of side streets with Esplanade

Impacts

- Obscures sightlines from vehicles to pedestrians and oncoming traffic
- Makes viewing angles difficult



Proposed solution and implementation steps (Design principle 5 – Traffic calming)

- Realign intersection with line marking to ‘square up’ (refer Crown St and Macks Rd examples below)
- Install kerb buildouts where required to reduce intersection width and slow vehicles
- Progressively install compliant lighting as required to meet relevant design standards
- Improve sight lines, increase pedestrian safety



9. Pialba – Formalise car parking

Issue

- Ad hoc informal car parking

Impacts

- Vehicles encroaching onto pathway causing pedestrian safety hazard, damaging pathway
- Compaction of the ground and damage to tree roots
- Inefficient use of space



Proposed solution and implementation steps (Design principle 4 – Optimise parking solutions)

- Formalise bitumen pavement and line-mark car parking at 90° or 60° angled parking
- Incorporate tree root protection measures in pavement design (structural soil, permeable pavement)
- Install wheel stops, bollards and/or barriers to prevent vehicles from encroaching the pathway



10. Pialba to Urangan –Remove redundant driveways, reinstate kerb and channel**Issue**

- Redundant driveways and kerb cut outs

Impacts

- Unsightly
- Causes confusion on parking and reduces availability of on-street parking

**Proposed solution and implementation steps (Design principle 4 – Optimise parking solutions)**

- Remove redundant vehicle driveway crossovers and reinstate kerb and channel and footpath



11. Scarness – Esplanade, Frank St, Freshwater St - Reconfigure parking and widen shared pathway

Issue

- Capacity of Esplanade car parking and associated congestion
- Narrow shared pathway, uneven pavers, limited capacity, user conflicts
- Car door openings causing safety hazard to path users



Proposed solution and implementation steps

(Design principle 4 – Optimise parking solutions, 5 – Promote active travel)

- Formalise (up to approximately 100) angled parking spaces in Freshwater St (bitumen, line marking)
- Build 1.5m footpath from Freshwater St car parking spaces to Esplanade, lined with shady street trees
- Build 4m wide pathway on seaward side of Scarness Caravan Park
- Remove conflicting car parking spaces from seaward side of Esplanade
- Line-mark parking restriction
- Replace shared pathway pavers with 3-4m wide pathway
- Investigate verge build-out design and potential for alignment with raised pedestrian crossing

Negative Impacts of Solution

- Removal of Esplanade parking spaces may be unpopular

Positive Impacts of Solution

- Increase capacity and safety for pathway users whilst reducing potential conflicts
- Increase shade, reduce heat, improved comfort



12. Scarness – Caravan Park & Sailing Clubs – Investigate water sports hub

Issue

- Capacity of foreshore leases to cater for water sports groups' equipment storage
- Some current leases inconsistent with purpose of Reserve for camping
- Inability to reach agreement to share leased spaces between groups/clubs
- Limited new lease opportunities given environmental constraints and State mandated process

Impacts

- Coastal dependant water sport groups unable to establish / maintain beachside storage facilities
- Transporting equipment to / from alternative sites is inefficient and cumbersome
- New groups unable to secure shared space, established groups maintain a stronghold



Proposed solution and implementation steps

(Design principle 1 – Promote active travel, 7 – Quality over quantity)

- Adopt the principle of establishing a non-motorised (paddling, sailing, canoeing) water sports hub on the Esplanade
- Investigate opportunities to consolidate groups/clubs with similar needs in shared facilities
- Advocate to interest groups options of shared facilities (i.e. Maryborough and Hervey Bay Sailing Clubs; Red Dragon, Hervey Bay, Fraser Coast paddle, outrigger and canoe clubs)
- Advocate to State Government benefits of encouraging / conditioning shared lease arrangements of existing facilities when renewal is due
- Investigate option for Council to hold Trusteeship of State lease areas to enable better coordination of shared facilities
- Review of Foreshore Management Plan to investigate feasibility of expanding current precinct that houses Outriggers and Maryborough Sailing Club



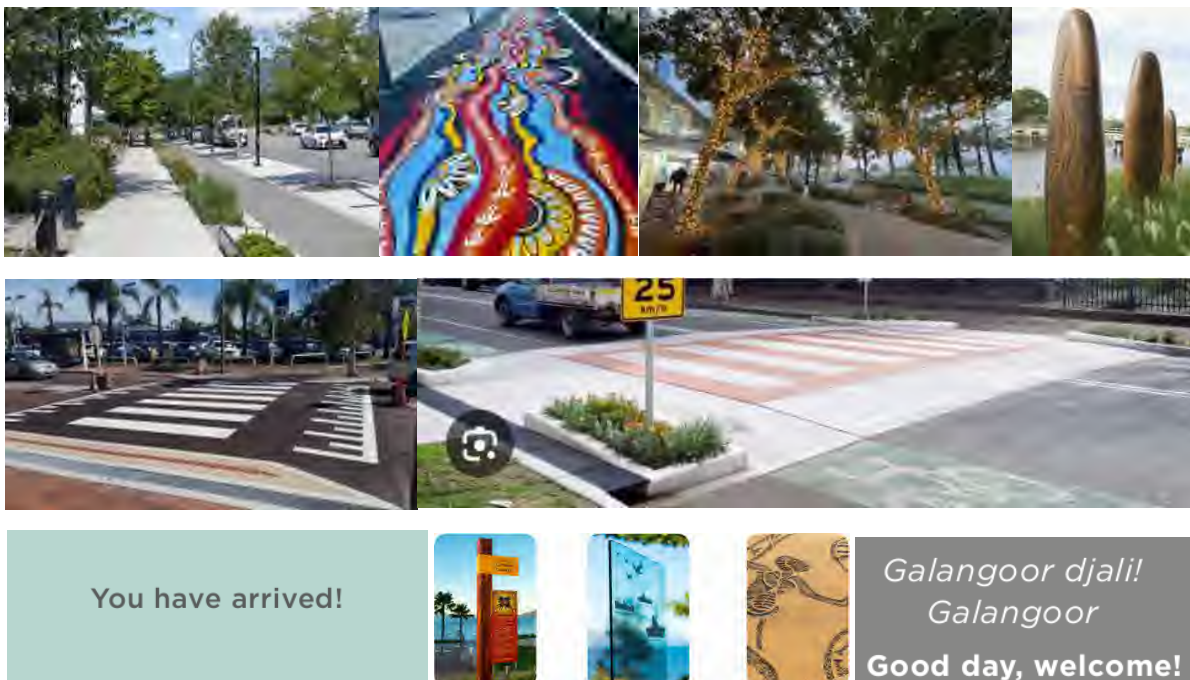
Issue

Proposed improvements (Design principle 7 – Quality over quantity)

- Improve appearance of activity node environment
- Improve wayfinding
- Improved pedestrian safety
- Improve driver recognition of consistent crossing design
- Traffic calming - vehicle slow point



- Refresh key tourist node treatment e.g., signage, wayfinding and public art
- Remove raised pavement treatment, or convert to consistent design raised pedestrian crossing



14. Ann St, Torquay – Reconfigure car parking, widen shared pathway

Issue

- Angled foreshore car parking reversing into intersection
- Pedestrian pathway leading into intersection
- Shared Esplanade pathway abutting kerb
- Clearance distances between car parks and bus stop

Impacts

- Loss of approximately 9 car parks on foreshore side of Esplanade (2 formal angled, 7 informal parallel)
- Vehicle manoeuvres hazardous to through traffic
- Pathway alignment hazardous to pedestrian safety, conflict with car door openings
- Approach and departure distances from car parks to bus stop non-compliant



Proposed solutions and implementation steps

(Design principle 1- Promote active travel, 4 – Optimise parking solutions)

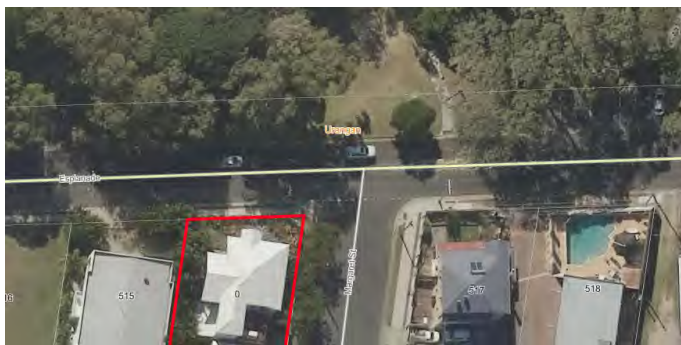
- Formalise line marked parallel car parking on Ann St (approximately 21 spaces available)
- Investigate verge buildout design and potential for alignment with raised pedestrian crossing
- Parking restriction line marking
- Reconfigure angled car parking to parallel, prioritise accessibility for disability, prams, unloading etc.
- Realign pathway leading to intersection



Other locations with opportunity for similar improvements

1. Margaret St, Urangan
2. Crown St, Torquay
3. Robert St, Torquay
4. Tavistock St, Torquay
5. Denmans Camp Rd, Torquay
6. Witt St, Torquay

Locality plan



1. Margaret St, Urangan



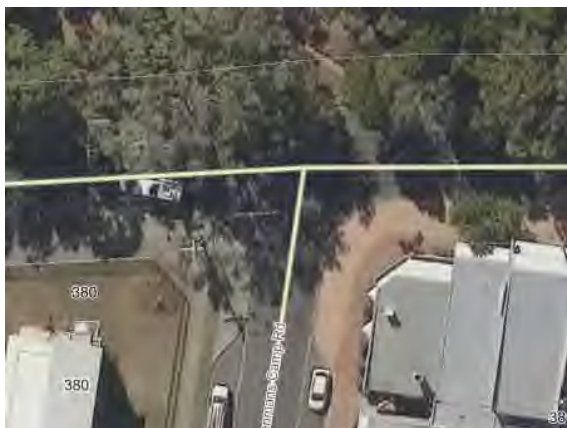
2. Crown St, Torquay



3. Robert St, Torquay



4. Tavistock St, Torquay



5. Denmans Camp Rd, Torquay



6. Witt St, Torquay

15. Urangan - Oaks Resort to Elizabeth St - Reconfigure car parking, widen shared pathway

Issue

- Narrow shared pathway

Impacts

- Limited capacity limits capacity and causes pathway user conflict
- Car door openings causing safety hazard to pathway users
- Uneven pavers causing safety concerns and complaints to Council



Proposed solution and implementation steps

(Design principle 1 – Promote active travel, 4 – Optimise parking solutions)

- Line mark car parking spaces on side/back streets (up to approx. 95 spaces available Elizabeth, Hibiscus, Johnson)
- Build 1.5m footpath connecting parking spaces to Esplanade, lined with shady street trees
- Build mid-block pedestrian connection Hibiscus St - Esplanade in existing laneway easement
- Remove conflicting car parking spaces from seaward side of Esplanade
- Parking restriction line marking
- Replace shared pathway pavers with 3-4m wide pathway
- Investigate verge build-out design and potential for alignment with raised pedestrian crossing

Negative Impacts of Upgrading

- Removal of Esplanade parking spaces may be unpopular

Positive Impacts of Upgrading

- Increase capacity and safety for pathway users, reducing potential conflicts
- Increase shade, reduce heat, improved comfort



16. Urangan Pier to Marina – Widen shared pathway

Issue

- Shared paved pathway surface uneven, with inadequate width
- Congestion and conflict between pedestrians, scooters, bicycles, dogs on leads
- Insufficient lighting
- Some sections with poor casual surveillance opportunities

Impacts

- Congestion and conflict between users
- Pedestrian tripping on uneven surface.
- Complaints to Council and risk of litigation over trips and falls.

Negative Impacts of upgrading

- Disruption to users during demolition and reconstruction
- Potential loss of mature trees if unavoidable (or accept occasional 'narrow points')

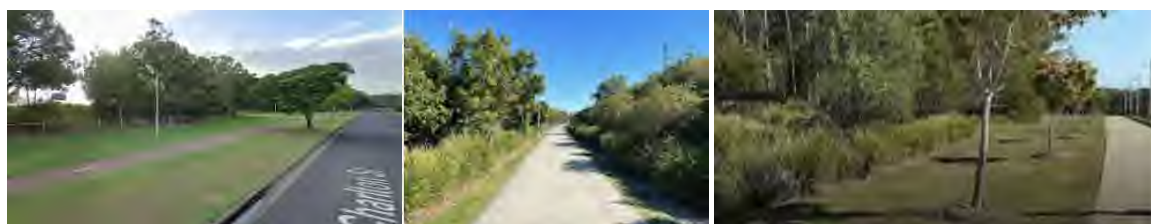
Positive Impacts of Upgrading

- Increase capacity for pathway users whilst reducing potential conflicts
- Increase safety and hours of use (if lighting is adequately installed)
- Increase shade, reduce heat, improved comfort



Proposed solution and implementation steps (Design principle 1 – Promote active travel)

- Replace shared pathway pavers with 3-4m wide pathway
- Increase shade tree planting
- Improve lighting (subject to wildlife sensitivities)
- Assess opportunity for safety improvements to crossing BreakFree Great Sandy Straits unit entrance road
- Improve CPTED by uplift pruning vegetation to increase surveillance & limit opportunities to hide / stalk



17. Esplanade, Commercial precincts/tourist nodes – One-way traffic trial

Issue

- Constrained road reserve width does not allow for shared pathway widening
- Esplanade environment prioritises vehicle through-traffic and parking over people
- Risks to pedestrian safety arising from conflicts with vehicles

Proposed solution and implementation steps

(Design principle 5 – Traffic calming, 6 – Trail initiatives, 7 – Quality over quantity)

- Trial one-way concept in commercial precinct/tourist node of Esplanade
- Install traffic signs to reflect the changed traffic conditions being trialled & clear wayfinding measures
- Widen shared pathway on northern side of Esplanade
- Publicise to community in advance of changes, making clear trial status and timeframe
- Install appropriate u-turning facilities such as a temporary rubber roundabout



Possible Impacts

- Confusion about access and available alternative routes
- Potential impacts on businesses from change in access arrangements
- Potential impacts on alternative route network
- Impacts to bus services – i.e. unidirectional service, re-routing required, extended travel distance
- Risk of travelling wrong way



18. Esplanade – Various – Consistent design raised pedestrian crossings

Issue

Inadequate and inconsistent safe pedestrian crossing facilities along the Esplanade

Impacts

- Risk of pedestrian / vehicle crashes
- Not properly catering for vulnerable pedestrians (such as children and the elderly)

Benefits

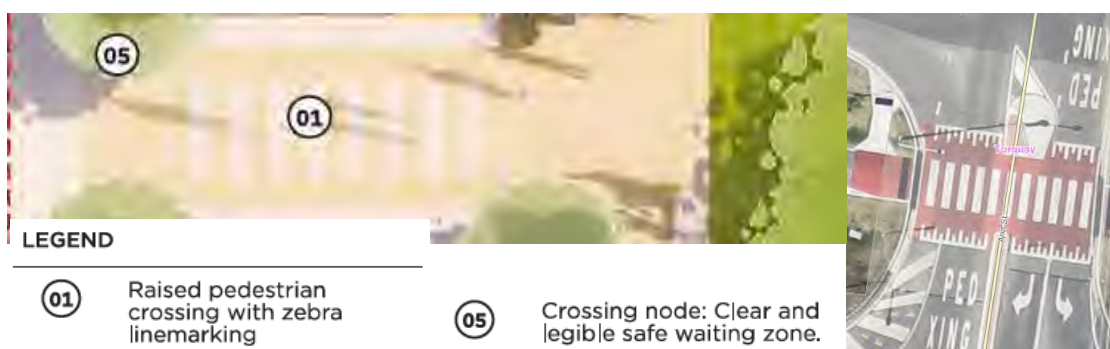
- Improved pedestrian safety
- Improve driver recognition of consistent crossing design
- Traffic calming - vehicle slow point
- Design review to verify priority locations, costs, requirement for tactile markers, signage, lighting etc.



*Design intent to a similar standard as Esplanade at Witt St, Torquay

Implementation steps (Design principle 1 – Promote active travel, 5 - Traffic calming measures)

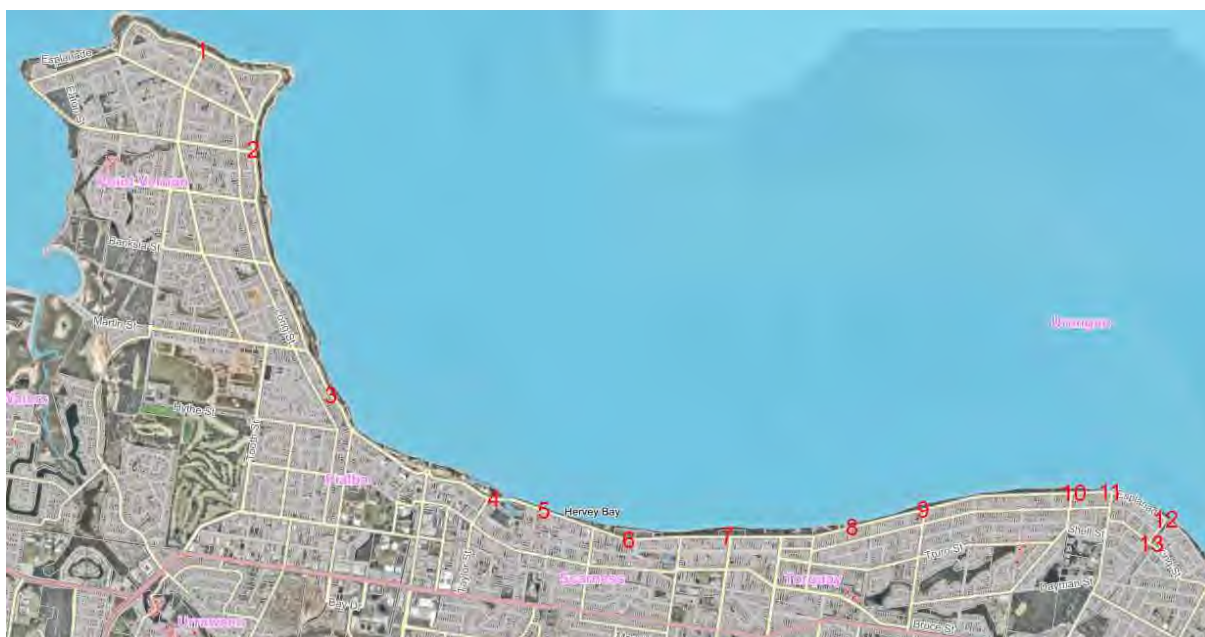
- Implement consistent design of raised pedestrian crossings, lighting and signage at key locations
- Assess and prioritise based on safety, need, pedestrian numbers, accident data, design criteria



- **Potential pedestrian crossing locations:**

- | | |
|-----------------------------------|----------------------------------|
| 1. Kelly St, Point Vernon | 8. Macks Rd, Torquay |
| 2. Corser St, Point Vernon | 9. Ann St, Torquay |
| 3. Moreton St, Pialba | 10. Churchill St, Urangan |
| 4. Taylor St, Pialba | 11. Elizabeth St, Urangan |
| 5. Leslie Ln, Scarness | 12. Pier St / Esplanade, Urangan |
| 6. Adjacent Carvan Park, Scarness | 13. Pier St / King St, Urangan |
| 7. Tavistock St, Torquay | |

Locality plan



1. Kelly St, Point Vernon



2. Corser St, Point Vernon



3. Moreton St, Pialba



4. Taylor St, Pialba



5. Leslie Lane, Scarness



6. Adjacent Caravan Park, Scarness



7. Tavistock St, Torquay



8. Macks Rd, Torquay



9. Ann St, Torquay



10. Churchill St, Urangan



11. Elizabeth St, Urangan



12. Pier St / Esplanade, Urangan



13. Pier St / King St, Urangan